

**PROMETHEUS REDEVELOPMENT PROJECT AT
421-455 WEST EVELYN AVENUE
INITIAL STUDY/DRAFT MITIGATED
NEGATIVE DECLARATION**



LSA

January 2010



Community Development Department • Planning Division
500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
Phone (650) 903-6306 • FAX (650) 903-6474

**NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION FOR THE
PROMETHEUS REDEVELOPMENT PROJECT AT 421-455 WEST EVELYN AVENUE**

NOTICE IS HEREBY GIVEN that the City of Mountain View has completed an Initial Study/Mitigated Negative Declaration for the proposed Prometheus Redevelopment Project at 421-455 West Evelyn Avenue in accordance with the California Environmental Quality Act.

Project Location: The 3.5-acre project site consists of two separately owned parcels of land and is located at 421 through 455 West Evelyn Avenue, in the City of Mountain View. The project site is generally bound by West Evelyn Avenue to the north, existing commercial and light industrial properties to the east, Villa Street to the south, and Bush Street to the west.

Proposed Project: The project site is primarily occupied by Minton's Lumber and Supply and consists of four structures and associated paved surface parking and landscaping. Prometheus Real Estate Group, Inc. proposes to redevelop the site with an apartment complex that includes up to 213 residential units over a subsurface parking garage and associated recreational facilities, open space, landscaping, and a public roadway. Two complexes, consisting of a combination of two-, three-, and four-story buildings, would be sited around internal courtyards. The following discretionary actions are requested for the proposed project:

- General Plan Amendment to change the land use designation on the site from Medium Density Residential (13 to 25 units per acre) to High Density Residential (36+ units per acre);
- Precise Plan Amendments for the Mixed-Use Residential Area to increase the allowable density from up to 25 units per acre to 61 units per acre, increase the allowable number of stories from 3 stories (up to 36 feet) to 4 stories (up to 50 feet) along West Evelyn Avenue and the new public street, reduce the minimum 20-foot setback from the property line to 14 feet along West Evelyn Avenue, and to remove the limitation of the number of units served by common building entrances;
- Planned Community Permit to allow development of the proposed project;
- Development Review Permit for site plan and architectural review and approval; and,
- Heritage Tree Removal Permit to allow removal of 15 heritage trees.

January 19th, 2010

Page 2

Findings: The Initial Study prepared by the City was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of the Initial Study, City staff has concluded that the project will not have a significant effect on the environment and, therefore, has prepared a Mitigated Negative Declaration. Furthermore, the project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

Public Review: Copies of the Initial Study/Draft Mitigated Negative Declaration are on file and available for review at the City of Mountain View Community Development Department, 500 Castro Street, Mountain View, California or on-line at www.mountainview.gov. Written comments will be accepted between January 19, 2010 and February 17, 2010. Verbal and written comments will also be received by the City's Environmental Planning Commission, at a regular session scheduled for 7:00 p.m., February 10, 2010 in the Council Chambers at 500 Castro Street. Comments from all Responsible Agencies are requested. Written comments on the Draft Initial Study/Mitigated Negative Declaration must be submitted to the following address:

Nancy Minicucci, Deputy Zoning Administrator
City of Mountain View
Community Development Department
P.O. Box 7540
Mountain View, CA 94039
Or via e-mail at: nancy.minucucci@mountainview.gov

**PROMETHEUS REDEVELOPMENT PROJECT AT
421-455 WEST EVELYN AVENUE
INITIAL STUDY/DRAFT MITIGATED
NEGATIVE DECLARATION**

Submitted to:

City of Mountain View
500 Castro Street
Mountain View, CA 94041

Prepared by:

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2215 Fifth Street
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LSA

January 2010

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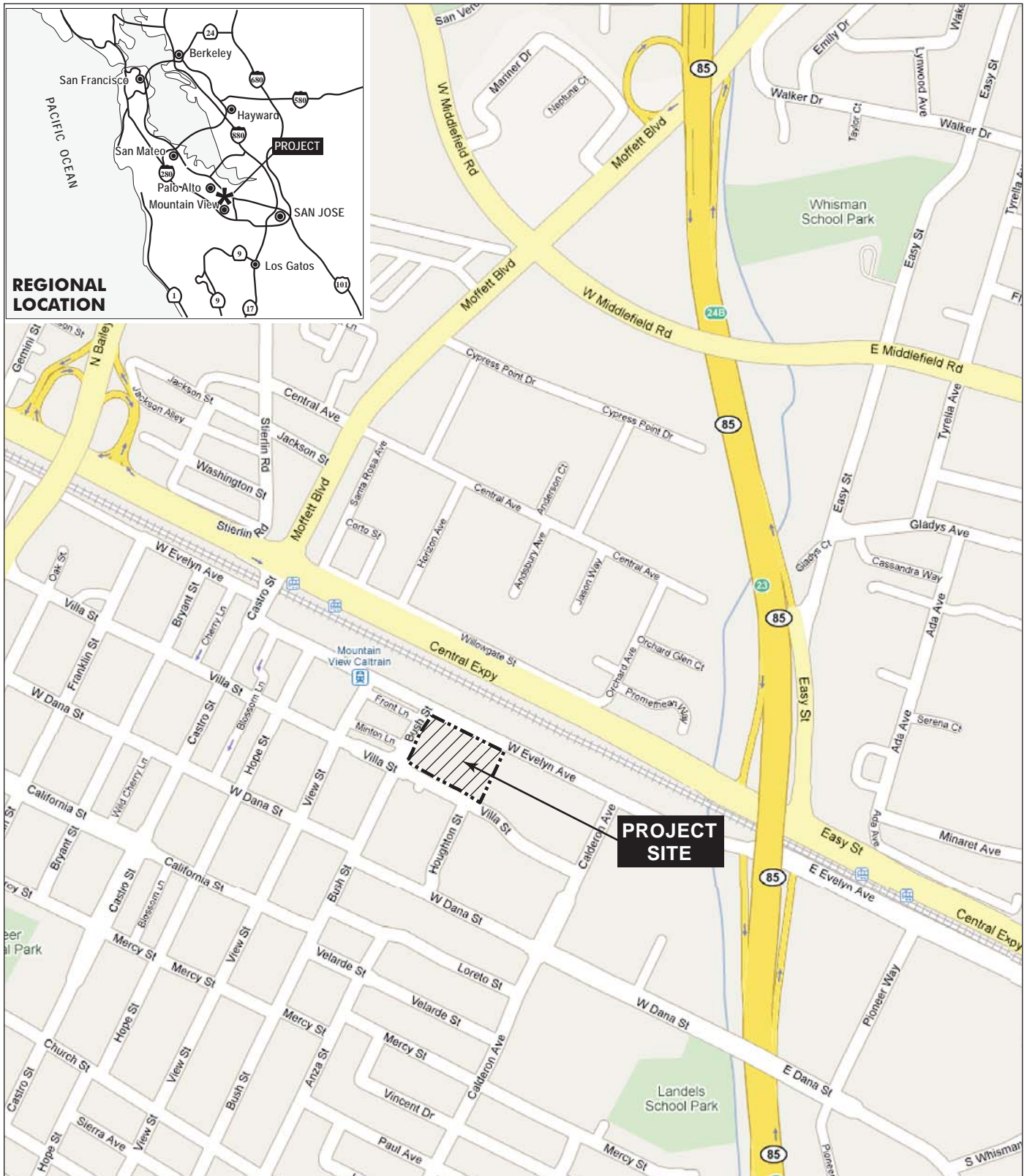
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**PROMETHEUS REDEVELOPMENT PROJECT
AT 421-455 WEST EVELYN AVENUE
INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION**

- 1. Project Title:**
Prometheus Redevelopment Project at 421-455 West Evelyn Avenue
- 2. Lead Agency Name and Address:**
City of Mountain View
P.O. Box 7540
Mountain View, California, 94039
- 3. Contact Person and Phone Number:**
Nancy Minicucci, Deputy Zoning Administrator
650-903-6306
- 4. Project Location:**
The 3.5-acre project site consists of two separately owned parcels of land and is located at 421 through 455 West Evelyn Avenue, in the City of Mountain View, as shown in Figure 1. The project site is generally bound by West Evelyn Avenue to the north, existing commercial and light industrial properties to the east, Villa Street to the south, and Bush Street to the west.

Assessor's Parcel Numbers (APNs): 158-35-080 and 158-35-030
- 5. Project Sponsor's Name and Address:**
Prometheus Real Estate Group, Inc.
1900 South Norfolk Street, Suite 150
San Mateo, California, 94403
- 6. General Plan Designation:**
Medium Density Residential (13-25 dwelling units/acre)
- 7. Zoning:**
Evelyn Avenue Corridor Precise Plan
- 8. Description of Project:** The existing site conditions and proposed project are described below.
 - a. Existing Conditions.** The project site is primarily occupied by Minton Lumber and Supply, which has operated at the site since the early 1900s. As depicted in Figures 2 and 3, the site is currently developed with four single-story structures, including: an approximately 33,273 square foot lumber/hardware retail building; a 6,000 square foot former retail building that is currently used for storage; and two multi-tenant light industrial/commercial buildings of approximately 10,000 and 4,000



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FIGURE 1



0 400 800
FEET

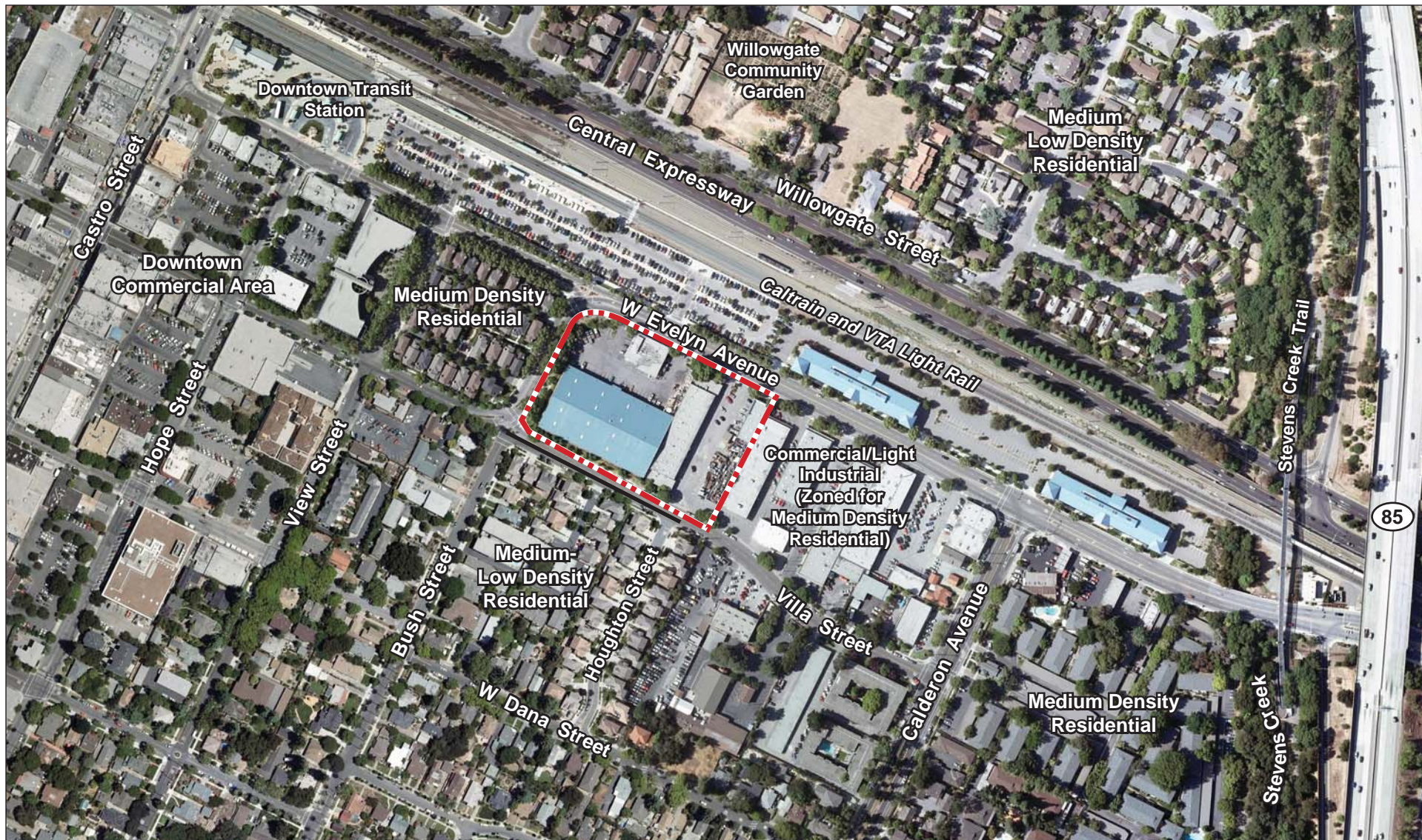


PROJECT SITE

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Project Vicinity and
Regional Location Map*

SOURCE: GOOGLE MAPS, 2009.

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FIGURE 2

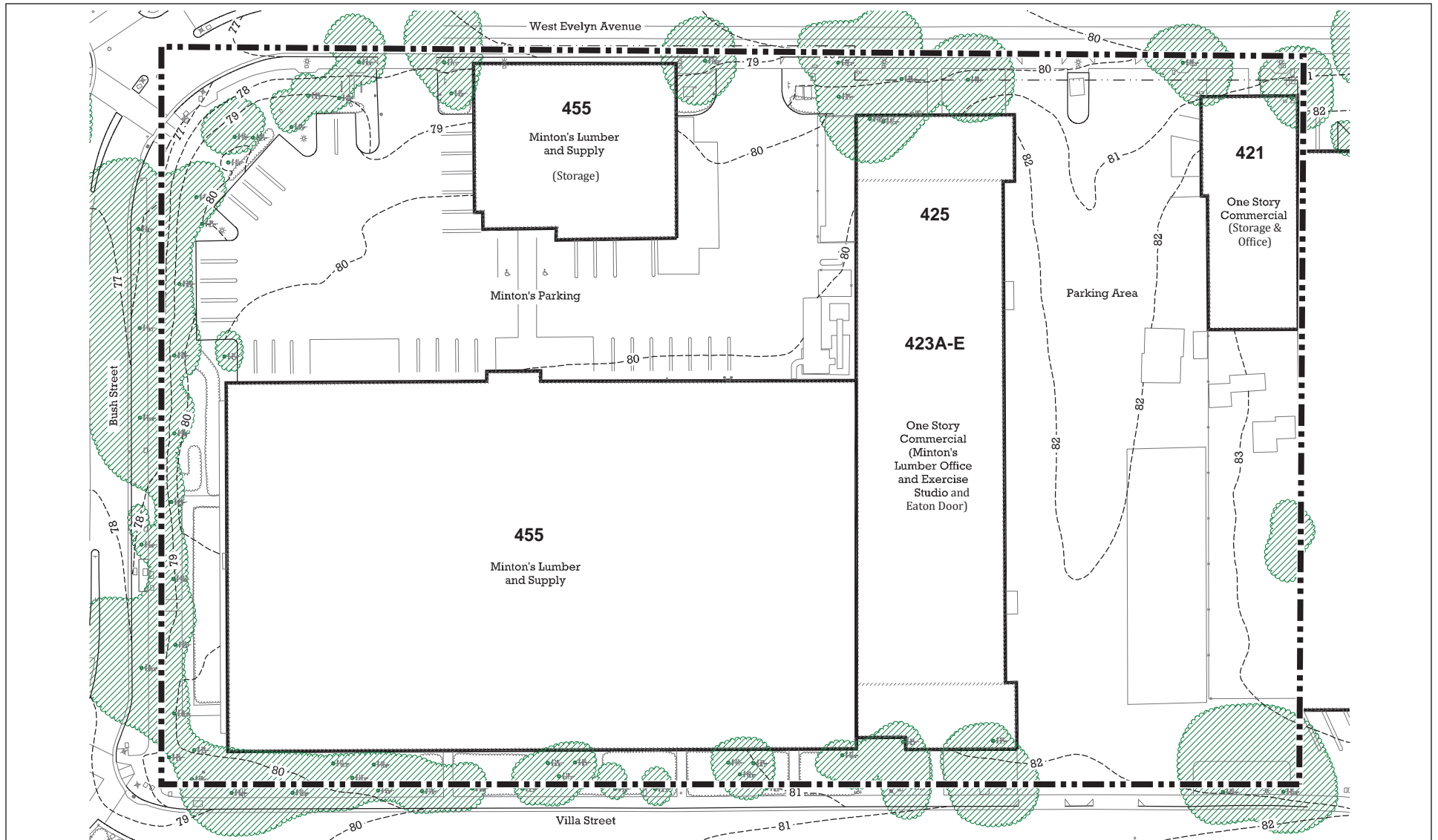


PROJECT SITE

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Aerial Photograph and
Surrounding Land Uses*

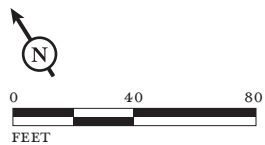
SOURCE: GOOGLE MAPS, 2007; LSA ASSOCIATES, INC., 2009.

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FIGURE 3



 PROJECT SITE

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Existing Site Survey*

SOURCE: CARLSON, BARBEE & GIBSON, 3/31/09; LSA ASSOCIATES, INC., 2009.

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square feet in size that house a fitness center, a wood shop operated by Eaton Door, and storage and office space used by Minton Lumber and Supply; as well as associated surface parking; outdoor storage yards and sheds; and landscaped areas around the site's perimeter. Access to the site is currently provided by three entry points along West Evelyn Avenue and one from Villa Street. The existing site layout is depicted in Figure 3.

b. Proposed Project. The project applicant proposes to redevelop the site with an apartment complex that includes up to 213 residential units over a subsurface parking garage and associated recreational facilities, open space, landscaping, and a public roadway. Individual project components are discussed below.

(1) Residential Development. The proposed project would develop the site with up to 213 residential apartment units, for an approximate density of 61 units per acre. Two complexes, consisting of a combination of two-, three-, and four-story buildings, would be sited around internal courtyards. The conceptual ground-level layout for the site is depicted in Figure 4. As depicted in Figures 5a and 5b, the total building height would not exceed 50 feet and heights would be limited to two stories along Villa Street and three stories along Bush Street. Figures 5c and 5d depict cross sections of existing structures along these streets, and distances between two-, three-, and four-story elements of the proposed project. The building concept is intended to achieve a traditional aesthetic that is compatible with the existing neighborhood. The proposed buildings would include projecting bays, pyramid roofs, composite windows, wood and metal railings and accents, porches with stoops and a predominance of lap and/or shingle siding.

The apartment units would include 125 one-bedroom units (averaging 831 square feet) and 88 two-bedroom units (averaging 1,135 square feet), for a total of approximately 203,775 square feet of residential use. Some units would face the surrounding roadways, while others would face the internal courtyards and pathways. A 970-square foot on-site leasing office would be located at the northeastern corner of the site, while a 1,225-square foot lobby would be located at the northwestern corner. Ten (10) percent, or approximately 21 units, are required to be below market rate.

(2) Open Space, Recreation and Landscaping. The proposed project would include 47,438 square feet of common open space comprised of planted and hardscape areas and 22,614 square feet of private open space. Each apartment unit would have a private deck or balcony, for an average of 106 square feet of private open space per unit. As noted above, the two apartment complexes would be sited around two private internal courtyards, which would provide common passive and active open space for use by project residents. Landscaped plazas and seating areas would be located throughout the internal courtyards. The eastern courtyard would include an approximately 2,590 square-foot recreational building, barbeque area, and pool.

Landscaping would be provided throughout the site, including street trees around the perimeter. A 10-foot wide planting strip would be located along West Evelyn Avenue, while a 5-foot wide planting strip would be located along Villa Street and the new public roadway. The existing 7-foot wide planting strip along Bush Street would remain. Four of the 61 existing street and landscaping trees on the site would remain; of the 57 trees that would be removed, 15 are heritage trees. The landscape design would incorporate the use of an integrated stormwater management system that includes the use of permeable paving materials.

(3) Access, Circulation and Parking. The proposed project includes a new north-south public street along the eastern edge of the project site connecting Evelyn Avenue and Villa Street (see Figure 6). The project includes an interim 24-foot-wide driveway plus 6-foot sidewalk on the western side of the street, with a minimum of 10 feet between the back of the sidewalk and the project building. The street would ultimately have a 60-foot right-of-way, which would allow for sidewalks, planting strips, travel lanes and potential for on-street parking. Instead of placing the 60-foot right-of-way entirely on their own property, Prometheus is negotiating with the adjacent property owner, Classic Communities, to place half of the public street on the Classic Communities property. Construction of this section of the roadway would not occur until at least 2016, since the existing building on the adjacent property is currently leased. The interim driveway would be maintained by the project applicant with a temporary public vehicle and pedestrian access easement.

A two-way ramp would provide access from the new roadway to the gated subsurface parking garage. The conceptual layout of the approximately 119,410-square foot garage is depicted in Figure 7. The garage would extend below both apartment complexes and would provide 301 standard parking spaces, including 9 ADA-accessible spaces, and 12 additional tandem parking spaces, for a total of 313 parking spaces.

A total of 235 bicycle parking spaces would also be provided within the garage and at-grade for both residents and guests. Mechanical and maintenance facilities as well as trash rooms, mail rooms and adjacent lobby space would be located within the garage. Pedestrian access to the garage would be available from stairways at West Evelyn Avenue, the new public street, and Bush Street, as well as four internal elevators.

Public sidewalks would surround the perimeter of the site, with an 8-foot wide sidewalk along West Evelyn Avenue and 5-foot wide sidewalks along Villa Street and the new public street. The existing 5-foot sidewalk along Bush Street would remain. A walkway with a public access easement would also bisect the two complexes, providing a pedestrian connection between West Evelyn Avenue and Villa Street at the center of the site.

(4) Utilities and Infrastructure. The project site is located in an urban area and is currently served by existing public utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. The proposed development would connect to these existing facilities, although on-site upgrades to water and sewer infrastructure would be required to serve the new residential development. Utility upgrades for existing infrastructure in the vicinity of the site may also be required.

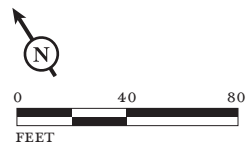
In addition, the proposed project would also utilize a number of green building measures in an effort to reduce the development's energy and water use, such as low flow restroom fixtures and drought tolerant landscaping.

(5) Demolition, Grading and Construction. The proposed project would demolish the existing structures on the site. All existing pavement and the majority of existing landscaping would also be removed. A total of 57 trees would be removed, including 15 of the 19 heritage trees on the site. Construction debris, such as old foundations, pavements, utilities, and structures, would be collected and off-hauled. Approximately 30,980 cubic yards of soil would also be off-hauled for construction of the sub-surface parking garage and for structural elements. The proposed project would



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FIGURE 4



*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Conceptual Site Plan*



LSA

NOT TO SCALE

MATERIALS INDEX

- | | |
|--------------------------------|--------------------------------|
| 1 FIBER CEMENT BOARD & BATTEN | 9 CEMENT PLASTER OVER CONCRETE |
| 2 FIBER CEMENT LAP SIDING | 10 CMU BLOCK LANDSCAPE WALL |
| 3 FIBER CEMENT SHINGLES | 11 METAL RAILING |
| 4 FIBER CEMENT PANEL | 12 ALUM OR FIBERGLASS RAILING |
| 5 COMPOSITION SHINGLE ROOF | 13 WOOD LATTICE RAILING |
| 6 STANDING SEAM METAL ROOF | 14 WOOD TRELLIS |
| 7 PARAPET WALL W/ METAL COPING | 15 WOOD POST |
| 8 COMPOSITE WINDOWS | 16 METAL AWNING |
| | 17 VENTILATION LOUVER |

ELEVATION NOTES:

THE ELEVATION HEIGHTS ARE MEASURED FROM THE TOP OF CURB TO THE VARIOUS ROOF HEIGHTS, TOP OF CURB, OR AVERAGE GRADE. IS CALCULATED AS THE AVERAGE GRADE ACROSS THE THREE STREET FRONTS PER BLDG A AND BLDG B. SEE SHEET A6.2 FOR ADDITIONAL DOCUMENTATION.

- AVERAGE GRADE FOR BLDG A: 78.97'
- AVERAGE GRADE FOR BLDG B: 82.53'

FIGURE 5a

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Proposed Building Elevations
and Cross Sections*

SOURCE: CHRISTIANI JOHNSON ARCHITECTS, 12/1/09; LSA ASSOCIATES, INC., 2009.

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BUSH STREET ELEVATION



NEW PUBLIC STREET ELEVATION

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NOT TO SCALE

MATERIALS INDEX

1 FIBER CEMENT BOARD & BATTEN	9 CEMENT PLASTER OVER CONCRETE
2 FIBER CEMENT LAP SIDING	10 CMU BLOCK LANDSCAPE WALL
3 FIBER CEMENT SHINGLES	11 METAL RAILING
4 FIBER CEMENT PANEL	12 ALUM OR FIBERGLASS RAILING
5 COMPOSITION SHINGLE ROOF	13 WOOD LATTICE RAILING
6 STANDING SEAM METAL ROOF	14 WOOD TRELLIS
7 PARAPET WALL W/ METAL COPING	15 WOOD POST
8 COMPOSITE WINDOWS	16 METAL AWNING
	17 VENTILATION LOUVER

ELEVATION NOTES:

THE ELEVATION HEIGHTS ARE MEASURED FROM THE TOP OF CURB TO THE VARIOUS ROOF HEIGHTS, TOP OF CURB, OR AVERAGE GRADE, IS CALCULATED AS THE AVERAGE GRADE ACROSS THE THREE STREET FRONTS PER BLDG A AND BLDG B. SEE SHEET A6.2 FOR ADDITIONAL DOCUMENTATION.

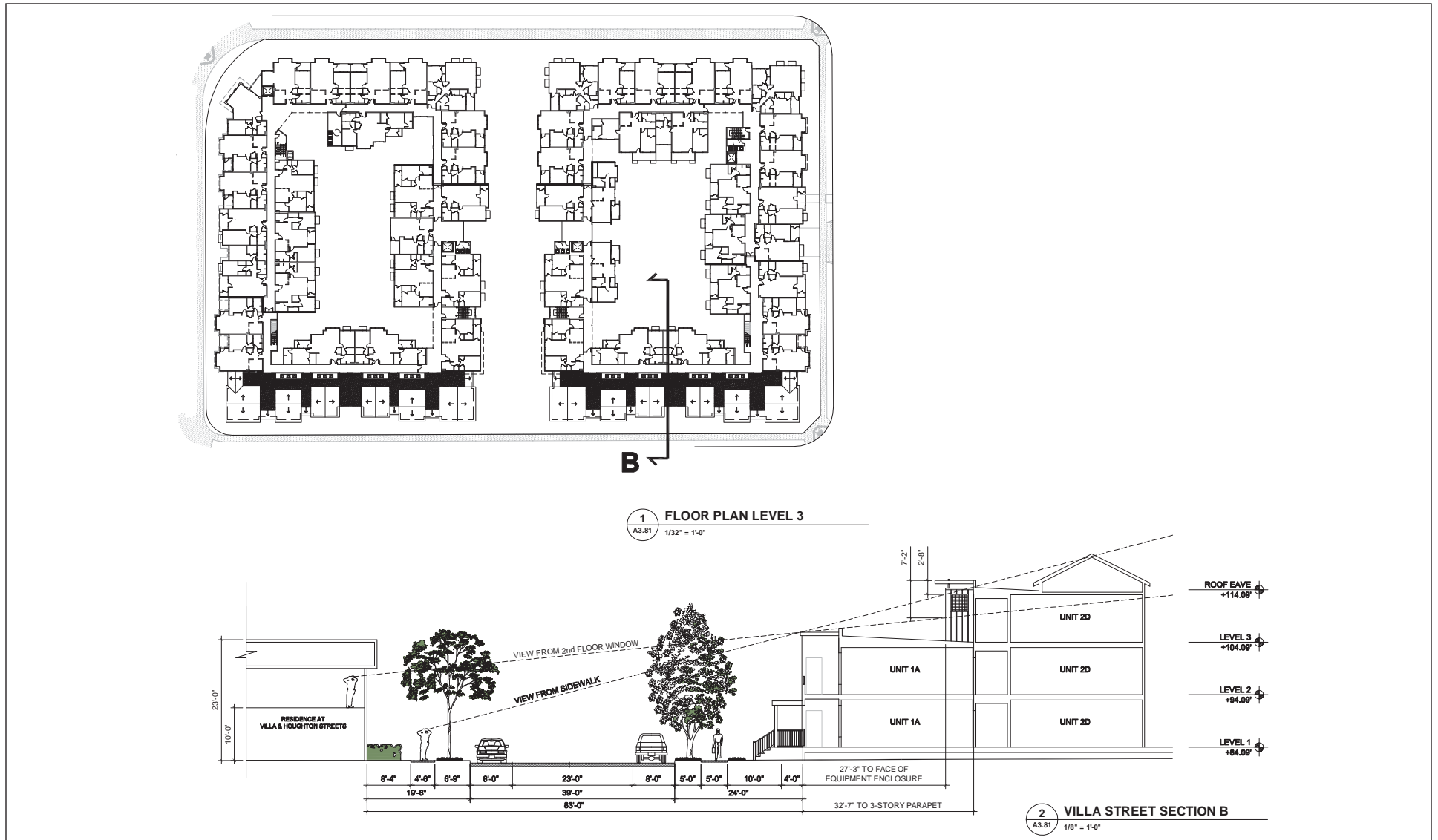
- AVERAGE GRADE FOR BLDG A: 78.97'
- AVERAGE GRADE FOR BLDG B: 82.53'

FIGURE 5b

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Proposed Building Elevations
and Cross Sections*

SOURCE: CHRISTIANI JOHNSON ARCHITECTS, 12/1/09; LSA ASSOCIATES, INC., 2009.

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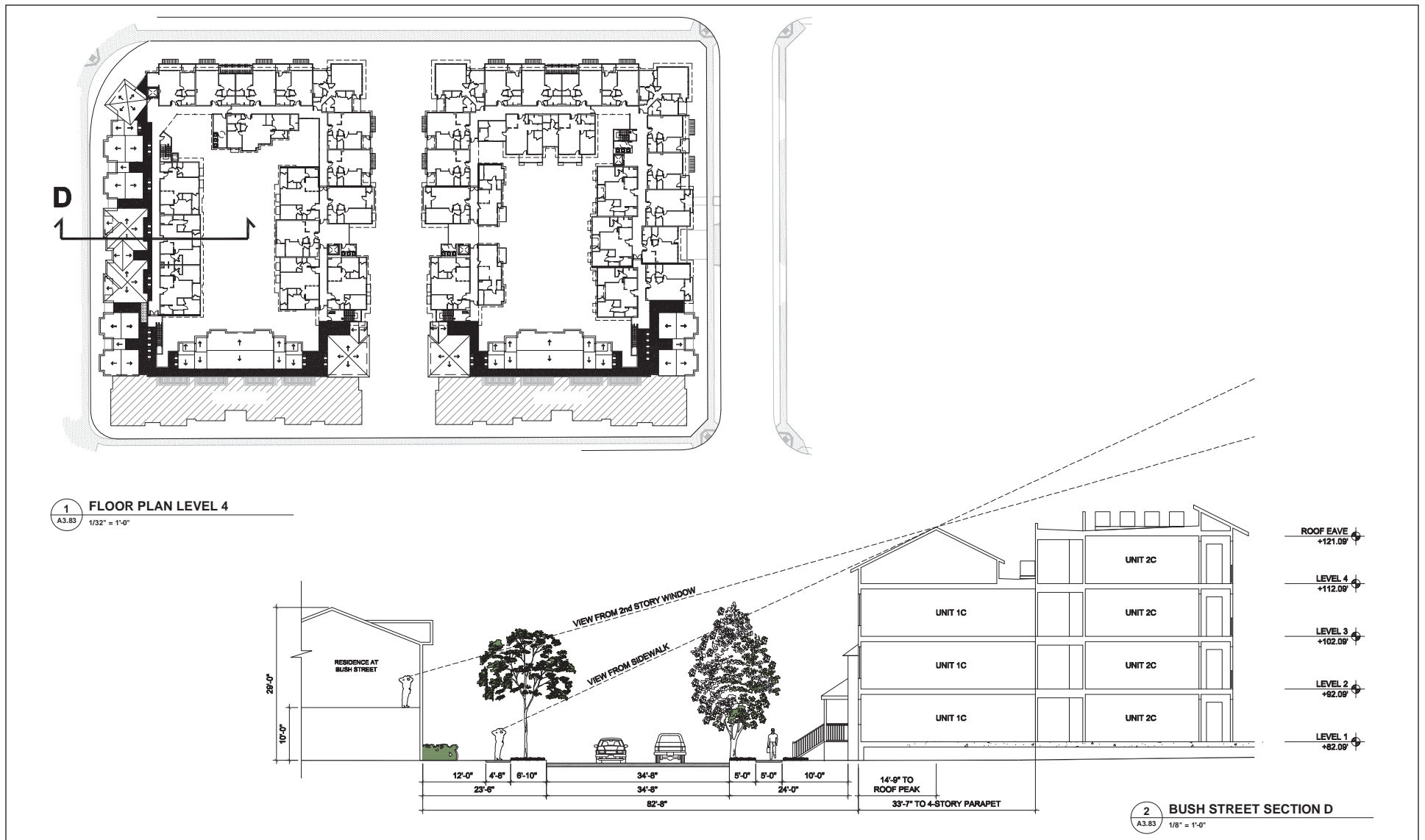
FIGURE 5c

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SOURCE: CHRISTIANI JOHNSON ARCHITECTS, 12/30/09; LSA ASSOCIATES, INC., 2010.

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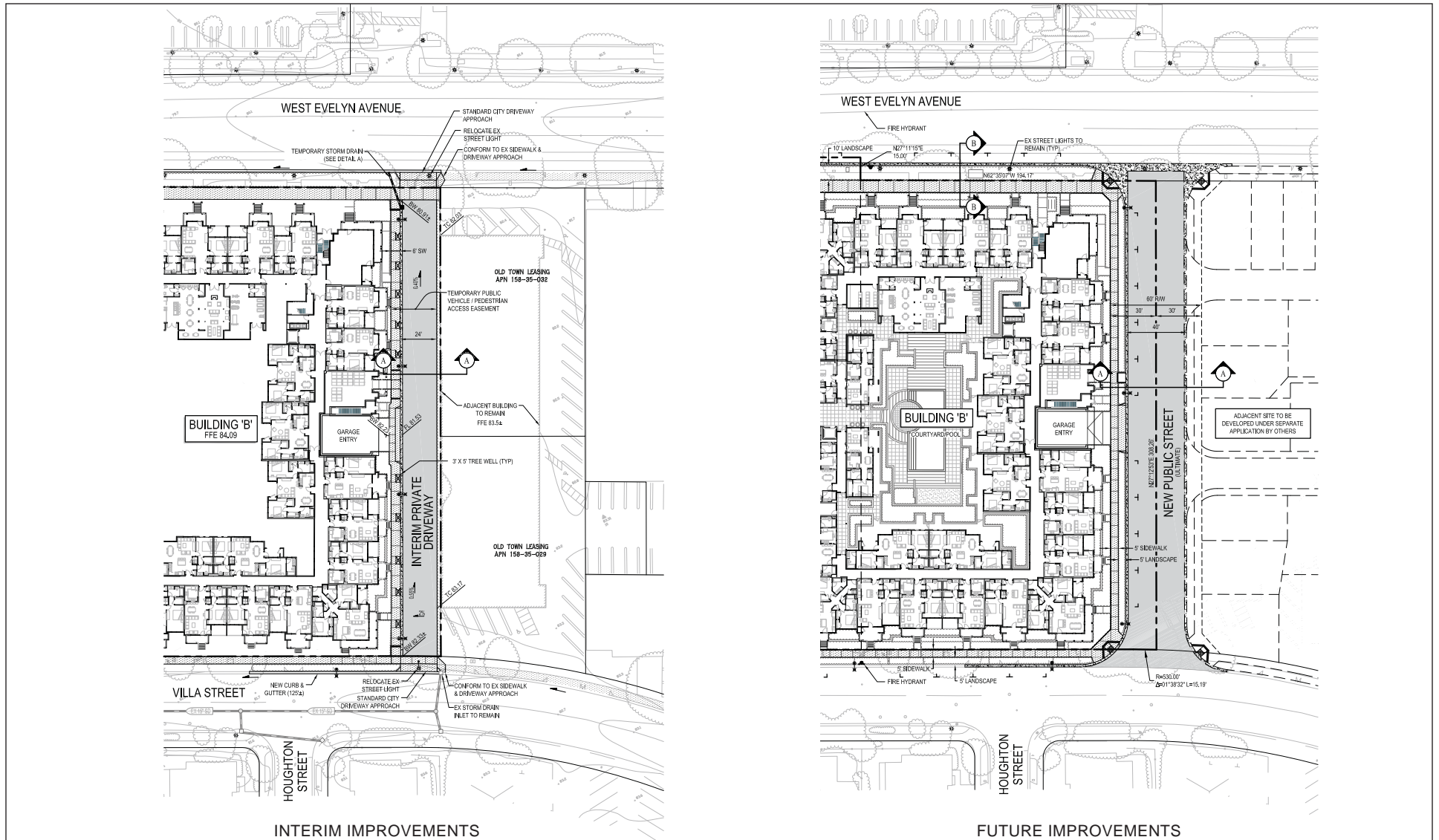
Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Proposed Building Elevations
and Cross Sections



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FIGURE 5d

NOT TO SCALE



LSA

FIGURE 6



NOT TO SCALE

utilize a spread footing foundation design. Excavation required for the garage would be approximately 7 feet. An additional 2 to 2 ½ feet of excavation would be required for the building foundation. In limited areas (the elevator pits and the sand/oil separator pit) additional excavation of up to 6 feet may be required. It is anticipated that demolition and construction at the project site would occur for a duration of approximately 24 months upon project approval.

(6) Discretionary Actions. The following discretionary actions are requested:

- General Plan Amendment to change the land use designation on the site from Medium Density Residential (13 to 25 units per acre) to High Density Residential (36+ units per acre);
- Precise Plan Amendments for the Mixed-Use Residential Area to increase the allowable density from up to 25 units per acre to 61 units per acre, increase the allowable number of stories from 3 stories (up to 36 feet) to 4 stories (up to 50 feet) along West Evelyn Avenue and the new public street/paseos, reduce the minimum 20-foot setback from the property line to 14 feet along West Evelyn Avenue, and to remove the limitation of the number of units served by common building entrances;
- Planned Community Permit to allow development of the proposed project;
- Development Review Permit for site plan and architectural review and approval; and
- Heritage Tree Removal Permit to allow removal of 15 heritage trees.

9. Surrounding Land Uses and Setting: The project site is located in an urban area and is approximately three blocks northeast of the City's downtown and two blocks southeast of the Downtown Mountain View Transit Center. The site is surrounded by a variety of uses, as depicted in Figure 2 and described below.

- *North.* The project site is bordered to the north by West Evelyn Avenue, a four-lane arterial roadway. The Caltrain commuter heavy rail and Valley Transportation Authority (VTA) light rail system and associated parking and two-story office buildings are located immediately across the street, followed by the four-lane divided Central Expressway. Medium to Medium-Low density residential neighborhoods that consist of single-family homes, townhomes, and apartment complexes are located further to the north.
- *East.* The site is bordered to the east by existing commercial and light industrial facilities; however, this area is zoned to allow future Medium density residential development. Existing Medium density residential uses are located further east, across Calderon Avenue.
- *South.* The site is bordered to the south by Villa Street, a two-lane roadway. One and two-story residential developments to the south are generally characterized by small lot single-family homes with some commercial uses and apartment complexes located southeast and southwest of the site.
- *West.* The project site is bordered to the west by Bush Street, a two-lane roadway. Two and three-story Medium density townhomes are located immediately west of the Bush Street, followed by commercial businesses within the City's downtown. The downtown area is generally centered on Castro Street between the Central Expressway and El Camino Real.

10. Other agencies whose approval is required: Additional approvals may be required from the Santa Clara County Environmental Health Department.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Nancy Minicucci, Deputy Zoning Administrator

1/13/10
Date

CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Have a substantial adverse effect on a scenic vista? (Less-than-Significant Impact)*

Policies 8, 9, and 10 in the 1992 General Plan identify surrounding mountain ranges (the Santa Cruz Mountains to the south and west, the Diablo Mountain Range to the south east, and Mission Peak to the east), the San Francisco Bay, the baylands, and Stevens Creek as scenic resources, views of which should be preserved.

Views of the San Francisco Bay, the baylands, and Stevens Creek are not available from the project site or its vicinity. Partial views of the above-mentioned mountain ranges are available from the site and adjacent areas to its east and west, though views are generally obstructed by surrounding urban development and foliage. The project site is currently developed with four structures that reach up to 30 feet in height. The proposed project would redevelop the site with two apartment complexes, each over a single level of below ground parking, with a maximum height of 50 feet. Construction of the proposed project could further obstruct views of the Diablo Mountain Range for residential units to the west of the site along Bush Street; however, this level of obstruction would not be significant in the context of the already-obstructed view. In addition, further obstruction of partial views of the Santa Cruz Mountains to the west from the vantage point of the light industrial and commercial facilities to the east would not be considered a significant impact. For the reasons discussed above, the project would not result in a substantial adverse effect on a scenic vista.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? (No Impact)*

The State Scenic Highway Program identifies State Route 9 as the only officially designated State scenic highway in Santa Clara County. The program also identifies portions of State Routes 17, 35, 152, and Interstate 280 as eligible, but not officially designated State scenic highways. Nearby

officially designated State scenic highways in San Mateo County include State Route 35 and Interstate 280.¹ The 1992 General Plan does not identify scenic highways or corridors within or in the vicinity of Mountain View. No officially designated State scenic highways in Santa Clara County or San Mateo County are located in or easily visible from the City of Mountain View. Therefore, the proposed project would not damage scenic resources within the viewshed of a State scenic highway.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*
(Less-than-Significant Impact)

The following discussion summarizes the proposed project's impacts on both the visual character of the project site, as well as the visual character of the surrounding neighborhood.

Visual Character of the Site. Implementation of the project would change the visual character of the project site through the demolition of the existing four c. 1960s single-story commercial structures and the replacement of these structures with two-, three-, and four-story residential buildings. The character of the proposed buildings would reflect the residential use and it is the applicant's intent for the buildings to reflect a traditional aesthetic that is compatible with the existing neighborhood. The proposed buildings would include the following architectural features: projecting bays, pyramid and gable shed roofs, composite windows, wood and metal railings and accents, porches with front stoops and a predominance of lap board and batten and/or shingle siding. The change in visual character on the site would not be considered a *significant* environmental impact because it would not substantially degrade the visual character of the project site or surrounding neighborhood. The City will consider design aspects of the project – such as height and massing transitions, setbacks, and solutions to reducing visual mass and bulk – during its design review process.

Visual Character of the Neighborhood. The surrounding neighborhood includes a mix of uses, including: light industrial and commercial buildings to the east; Villa Street and small lot, one- and two-story residences to the south; Bush Street and small lot two- and three-story residences to the west; and West Evelyn Avenue and the Caltrain and VTA light rail tracks and station to the north. The project site is also located in close proximity to downtown Mountain View, which is concentrated along the Castro Street commercial corridor three blocks to the west.

The architecture of the proposed project would not detract from the character of the immediate neighborhood. Although the project, which would include two-, three-, and four-story elements, would have greater density and height than adjacent developments, this difference in scale would not be dramatic. Furthermore, the project would incorporate design measures to ensure that new buildings fronting one- and two-story residential development on Villa Street and Bush Street would reflect the scale of these areas; as depicted in Figures 5 a and 5b, the project would be limited to two stories along Villa Street and three stories along Bush Street. The four-story elements of the buildings with the greatest height would be closest to West Evelyn Avenue. As shown in Figures 5c and 5d, the distance between two-story residences on Villa Street and three-story elements of the proposed project would be approximately 115 feet and the distance between the three-story elements of the project and two-story residences along Bush Street would be approximately 83 feet. Total distance from the face of existing structures and the face of two- and three-story elements on both streets is generally around 80

¹ California Department of Transportation, 2007. California Scenic Highway Program. Website: www.dot.ca.gov/hq/LandArch/scenic/schwy1.html. May 18.

feet. (Additional discussion on the project's proposed density is included in Section IX, Land Use and Planning.)

Development of the proposed project would result in the removal of up to 57 trees that surround the project site. Fifteen of the trees proposed for removal are "heritage trees" as defined by Section 32.23 of the City of Mountain View City Code (see Section IV.e for a discussion of Heritage trees). The schematic landscape plan prepared for the proposed project includes a total of 166 new trees, 45 of which would be new street trees located along the exterior of the site and 121 would be new landscaping trees which, along with numerous shrubs and groundcover, would be provided along the central walkway and within the internal courtyards.² Approximately 98 percent of new landscaping would consist of drought tolerant species. A final Landscape Plan would be reviewed and approved by the City prior to project construction. Implementation of an approved landscape plan would further preserve the visual quality of the project site and its surroundings. For the reasons described above, the project would not substantially degrade the existing visual character or quality of the project site and its surroundings.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* (**Less-than-Significant Impact**)

The project site is currently developed for use by Minton Lumber Supply, and includes four buildings and associated surface parking lots. The proposed project would redevelop the site with residential uses and it is anticipated that the project would include exterior lighting for safety and security. The level of lighting associated with residential development would not adversely affect day or nighttime views in the area. The City's development review process would include evaluation of light and glare effects. The development review process and compliance with the Building Code would ensure that light and glare impacts from the project would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

² Prometheus Real Estate Group, 2009. *Schematic Landscape Plan*. December 2.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? (No Impact)</i>				

No agricultural resources are located on or near the project site, which is located in an urbanized neighborhood in Mountain View. The site is classified as "Urban and Built-Up Land" by the State Department of Conservation.³ Therefore, implementation of the proposed project would not convert agricultural land to non-agricultural uses.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)*

The project site is not zoned for agricultural uses and is not operated under a Williamson Act contract.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? (No Impact)*

Implementation of the proposed project would result in the redevelopment of an urban infill site and would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³ California Department of Conservation, 2009. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Website: www.consrv.ca.gov/dlrp/fmmp/index.htm. Accessed May 18.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant Impact)*

The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards. Such plans describe air pollution control strategies to be implemented by a city, county or region. The City of Mountain View and the project site are located in the San Francisco Bay air basin and are within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The latest air quality plan, the *Bay Area 2005 Ozone Strategy*, was developed in order to bring the region into compliance with State and federal air quality standards. The land use and population assumptions in the City of Mountain View General Plan are consistent with the land use and population assumptions used to develop the Ozone Strategy; therefore, the Mountain View General Plan is consistent with the Ozone Strategy. Although the project requires a General Plan Amendment to change the land use designation of the site from Medium Density Residential to High Density Residential, the project is generally consistent with the intent of the General Plan and the Evelyn Avenue Corridor Precise Plan (see Section IX. Land Use and Planning), and therefore would not conflict with the *Bay Area 2005 Ozone Strategy*.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Potentially Significant Unless Mitigation Incorporated)*

Air pollutant emissions associated with the proposed project would occur over the short term in association with construction activities such as grading and vehicle/equipment use. Long-term, or operational, emissions would result from vehicle trips to and from the project site and area sources, such as natural gas usage for water heaters. The discussion below describes potential air quality violations that could occur as a result of short-term construction emissions, including fugitive dust, and long-term operational emissions.

Construction Emissions. Construction period emissions would result from implementation of the proposed project. Construction equipment, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving equipment, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. Construction activities are also a source of organic gas emissions. Solvents in adhesives, paints, thinners, some insulating materials and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone.

Construction Dust. Construction dust would affect local air quality at various times during construction of the proposed project. The dry, windy climate of the area during the summer months creates a high potential for dust generation if and when underlying soils are exposed. Demolition, clearing, grading and earthmoving activities have a high potential to generate dust whenever soil moisture is low and particularly when the wind is blowing. Construction activities could result in increased dustfall and locally elevated levels of particulates downwind of construction activity. Construction dust has the potential to create a nuisance at nearby properties. In addition to nuisance effects, excess dustfall can increase maintenance and cleaning requirements and could adversely affect sensitive electronic devices. Emissions of particulate matter or visible emissions are regulated by the BAAQMD under Regulation 6, "Particulate Matter and Visible Emissions." Specifically, visible particulate emissions are prohibited where the particulates are deposited on real property other than that of the person responsible for the emissions and cause annoyance.

Temporary air quality impacts may result from demolition of the existing structure(s), excavation of soil, and other construction activities on the subject site. The BAAQMD has established a construction-related screening criteria size of 240 dwelling units. Projects below this number of units would be considered less than significant for construction emissions. At 213 units, the project is below the construction-related screening criteria size. However, the project includes demolition of existing structures; therefore, construction-related emissions are required to be quantified.

Precise construction phasing timelines are not known at this time. To estimate the timeline of each of the individual construction phase, a development timeline calculator was used.⁴ The Urban Emissions Model (URBEMIS 2007), which is the most current air quality model available in California for estimating emissions associated with land use development projects, was used to calculate construction-related emissions. The BAAQMD has established a significance threshold for the two ozone precursors (reactive organic gases [ROG] and nitrous oxide [NO_x]), and particulate matter from exhaust (both PM₁₀ and PM_{2.5}). The significance thresholds and model results, including an emissions

⁴ San Joaquin Valley Air Pollution Control District, 2008. Development Timeline Calculator. Available at <http://www.valleyair.org/ISR/ISRResources.htm>. While the calculator was developed for the Indirect Source Review program in the San Joaquin Valley, it is not location-specific and is applicable to projects located in other areas. Outputs are designed to be used in URBEMIS 2007.

analysis of mitigation measures, are shown in Table 1. Model calculation output is provided in Appendix A.

Table 1: Maximum Daily Project Construction-Related Emissions in Pounds Per Day

	Reactive Organic Gases	Nitrogen Oxides	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Project Emissions	48.4	62.8	3.4	3.1
BAAQMD Significance Threshold	54.0	54.0	82.0	54.0
Exceed?	No	Yes	No	No
Project Emissions with Mitigation Incorporated	48.4	51.0	2.2	2.0
BAAQMD Significance Threshold	54.0	54.0	82.0	54.0
Exceed?	No	No	No	No

Source: LSA Associates, Inc., 2010.

The significance criteria for PM₁₀ and PM_{2.5} are based on exhaust emissions only; implementation of best management practices for fugitive dust emissions are required, and are not included in the results of Table 1. The construction-related emissions generated by the proposed project would not exceed the BAAQMD's thresholds for NO_x, PM₁₀ and PM_{2.5}. The threshold of significance for NO_x would be exceeded during the first year of construction.

The BAAQMD considers projects that implement all Basic Construction Mitigation Measures to have a less than significant impact on emissions. To account for reduced VOC (i.e., ROG) emissions related to Regulation 8, Rule 3 (Architectural Coatings) that will take effect in 2011, emission reductions were also accounted for in URBEMIS. These construction practices shall be implemented at the project site during the pre-construction and construction phases of the project. To reduce the project's construction emissions to a less than significant level, the following mitigation measure shall be implemented.

Mitigation Measure AIR-1: The following construction practices shall be implemented at the project site during the construction and pre-construction phases of the project:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control

measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

BAAQMD states that for proposed projects, where construction-related emissions would exceed the applicable Thresholds of Significance, shall implement additional construction mitigation measures. In order to reduce NO_x emissions a less than significant level, the project shall implement the following mitigation measures:

Mitigation Measure AIR-2: The following construction practices shall be implemented at the project site during the construction and pre-construction phases of the project:

- Minimizing the idling time of diesel powered construction equipment to two minutes.
- The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

Implementation of the Mitigation Measures AIR-1 and AIR-2 would reduce air quality construction impacts to a less than significant level. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Operational Emissions. The City of Mountain View uses the threshold of significance established by the BAAQMD to assess air quality impacts. Based on the BAAQMD threshold of significance, low-rise apartment projects that contain fewer than 451 dwelling units would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the thresholds of significance. As this project will include up to 213 dwelling units, no air quality study was prepared for this project. The impacts to air quality from criteria air pollutant and precursor emissions related to project operations would be less than significant.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
(Potentially Significant Unless Mitigation Incorporated)

As discussed above, the proposed project would not result in significant emissions of criteria air pollutants during the short-term construction period or the project operations. Implementation of the

Mitigation Measures AIR-1 and AIR-2 would ensure that the project does not make a cumulatively considerable contribution to the air basin's non-attainment status for ozone and particulate matter.

- d) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Less-than-Significant Impact)*

See III.b., above. Based on long-term emission estimates, the proposed project would not result in substantial increases to the levels of any criteria pollutants. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

- e) *Expose sensitive receptors to substantial pollutant concentrations? (Potentially Significant Unless Mitigation Incorporated)*

Construction of the proposed project may expose surrounding, sensitive land uses to airborne particulates and fugitive dust, as well as pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment). Implementation of Mitigation Measure AIR-1, which includes measures to reduce construction-related dust and exhaust emissions, would ensure that potential construction-related air quality impacts to sensitive receptors would be less than significant.

Air pollution associated with the proposed project would be primarily vehicle related, and would not necessarily be concentrated in the vicinity of the project site. Therefore, implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

- f) *Create objectionable odors affecting a substantial number of people? (No Impact)*

The proposed project would not contain any major sources of odor and would not be located in an area with existing odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people.

- g) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less-than-Significant Impact)*

Global climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. Global surface temperatures have risen by $0.74^{\circ}\text{C} \pm 0.18^{\circ}\text{C}$ over the last 100 years (1906 to 2005). The rate of warming over the last 50 years is almost double that over the last 100 years.⁵ The prevailing scientific opinion on climate change is that most of the warming observed over the last 50 years is attributable to human activities. The increased amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) are the primary causes of the human-induced component of warming. GHGs are released by the burning of fossil fuels,

⁵ Intergovernmental Panel on Climate Change (IPCC), 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the IPCC.*

land clearing, agriculture, and other activities, and lead to an increase in the greenhouse effect.⁶ GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The following are the gases that are widely seen as the principal contributors to human-induced global climate change:⁷

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO₂, methane, and N₂O, some gases, such as HFCs, PFCs, and SF₆ are completely new to the atmosphere.

Certain other gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change over the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. For the purposes of this analysis, the term “GHGs” will refer collectively to the gases listed above only.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to carbon dioxide, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂eq). For example, sulfur hexafluoride is 22,800 times more potent at contributing to global warming than carbon dioxide.

⁶ The temperature on Earth is regulated by a system commonly known as the “greenhouse effect.” Just as the glass in a greenhouse lets heat from sunlight in and reduce the amount of heat that escapes, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

⁷ The greenhouse gases listed are consistent with the definition in Assembly Bill (AB) 32 (Government Code 38505).

Project GHG Emissions Analysis

Emissions estimates for the proposed project are discussed below and were calculated consistent with the methodology recommended in the BAAQMD's *CEQA Air Quality Guidelines* dated December 2009. Estimates of future GHG emissions do not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is believed to be worse than that which is likely to be encountered (i.e., after energy-efficient technologies have been implemented).

GHG emissions associated with implementation of the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with vehicular traffic, energy consumption, water conveyance and area sources (e.g., hearth, landscape equipment) within the project area.

Construction Activities. Construction activities, would produce combustion emissions from various sources. During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Using the URBEMIS 2007 model, the total project construction emissions would be approximately 806 metric tons of CO₂. Implementation of the construction emission control measures listed in Mitigation Measures AIR-1 and AIR-2 would reduce GHG emissions during the construction period.

Transportation. Daily vehicle trips that would result from implementation of the proposed project would result in GHG emissions from the combustion of fossil fuels. Transportation is the largest source of GHG emissions in California and represents approximately 38 percent of annual CO₂ emissions generated in the State. URBEMIS 2007 was used to estimate mobile source CO₂ emissions.

Electricity and Natural Gas. Buildings represent 39 percent of U.S. primary energy use and 70 percent of electricity consumption.⁸ Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Annual electricity consumption was estimated using a rate of 6,204 kWh per year per unit based information from the Energy Information Administration (EIA).⁹ This information differs slightly from the BAAQMD CEQA Air Quality Guidelines recommended consumption rate of 7,000 kwh per year per household. The EIA consumption rate is for an apartment building that contains 5 or more units, while the BAAQMD Guidelines contain an average for all residential units. Using the BAAQMD factor would overestimate anticipated energy consumption for a multi-story apartment building. PG&E provides electricity and natural gas service to the City of Mountain View; therefore, PG&E emission factors were used to estimate total CO₂ emissions. Emission factors for CH₄ and N₂O from ARB's Local Government Operations Protocol were used for calculating CH₄, and N₂O emissions related to electricity use. Natural gas use results in the emissions of GHGs; URBEMIS 2007 was used to estimate CO₂ emissions from natural gas usage.

⁸ United States Department of Energy. 2003. *Buildings Energy Data Book*.

⁹ Energy Information Administration, 2003 Commercial Buildings Energy Consumption Survey. Available at <http://www.eia.doe.gov/emeu/cbecs/>.

Water Use. California's water conveyance system is energy intensive. Water-related energy use consumes 19 percent of California's electricity every year.¹⁰ Energy use and related GHG emissions are based on water supply and conveyance, water treatment, water distribution, and wastewater treatment. Each element of the water use cycle has unique energy intensities (kilowatt hours [kWh]/million gallons). Recognizing that the actual energy intensity in each component of the water use cycle will vary by utility, the California Energy Commission (CEC) assumes that approximately 3,950 kWh per million gallons are consumed for water that is supplied, treated, consumed, treated again, and disposed of in Northern California. GHG emissions related to water usage are included in the electricity estimates.

Other Area Sources. URBEMIS 2007 was used to estimate CO₂ emissions related to other area sources, including fireplace and landscape equipment emissions.

GHG Emissions Summary. When calculating project GHG emissions to compare to the thresholds of significance, BAAQMD recommends that the lead agency consider project design features, attributes, and local development requirements as part of the project as proposed and not as mitigation measures. The following attributes were considered when calculating GHG emissions:

- The proposed project would include 10 percent affordable housing, which has a lower trip generation rate;
- The project site is in close proximity to mass transit; and
- The proposed project would replace an existing use on the site.

While not included in the GHG calculations, the project would include additional features that would further reduce GHG emissions. The project is an infill development site located approximately 1,200 feet from Castro Street, which would reduce vehicle trips as residents are within walking distance to goods and services. The project will be required to incorporate green building practices and fill out the applicable "Build It Green" checklist. The "Build It Green" checklist includes recommended green building features in categories such as community, energy, and water. The specific project features that will be used to achieve the "Build it Green" requirements may include exceeding Title 24 energy standards, use of recycled content in building materials, use of regionally extracted materials, and/or use of low VOC adhesives, sealants, paints, carpets or other products; however, the specific measures to be implemented are not known at this time and therefore, are not used to estimate reduced GHG emissions. However, these green building features are anticipated to result in additional reductions in GHG emissions for the proposed project.

Table 2 shows the calculated GHG emissions for the existing uses and the proposed project. Additional calculation details are provided in Appendix B. Results indicate implementation of the proposed project would result in a net increase of 202 metric tons of CO₂eq emissions. Annual emissions of operational-related GHGs for the proposed project, subtracting the GHG emissions from the existing uses, do not exceed the significance threshold of 1,100 metric tons of CO₂eq per year; therefore, the project would not generate significant greenhouse gas emissions. As a result, the impact of the proposed project would be less than significant.

¹⁰ California, State of, 2005. California Energy Commission. California's Water-Energy Relationship. November.

Table 2: Comparison of Existing and Proposed GHG Emissions

Emission Source	CO ₂ eq Emissions (Metric Tons Per Year)			
	Existing Uses	Proposed Project	Percent of Total (Existing/Proposed)	Net Change
Vehicles	1,964	1,685	88/70	(279)
Electricity Production	166	295	7/12	129
Natural Gas Combustion	92	341	4/14	249
Other Area Sources	0	103	0/4	103
Total Annual Emissions	2,221	2,424	100	202

Note: Column totals may vary slightly due to independent rounding of input data.

Source: LSA Associates, Inc., 2010.

- g) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? (Less than Significant Impact)*

State Regulations. In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals for the State of California: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The ARB has established the level of GHG emissions in 1990 at 427 million metric tons (MMT) of CO₂eq. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures.¹¹ The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The measures in the Scoping Plan will not be binding until after they are adopted through the normal rulemaking process and therefore are only recommendations at this time. The ARB rulemaking process includes preparation and release of each of the draft measures, public input through workshops and a public comment period, followed by an ARB Board hearing and rule adoption.

City of Mountain View Policies. The City of Mountain View formed an Environmental Sustainability Task Force (ESTF) in January 2008 to evaluate the GHG emissions and to recommend further action regarding measurement and reduction of emissions. The purpose of the ESTF was to recommend short- and long-term community-wide actions to reduce greenhouse gas emissions as required by AB 32. The ESTF was organized into 11 working groups, including groups that focused on "Baseline and Measurements" and "Adaptation to Climate Change". Some of the objectives of the working group were to: (1) recommend CO₂eq reduction targets for the City, (2) recommend a mix of reductions by

¹¹ California Air Resources Board. 2008. *Climate Change Scoping Plan: a framework for change*. December.

major category, and (3) recommend a tool that the City should use to measure its progress and update its strategy for achieving the goals. In October 2008, the City Council accepted the final report of the ESTF, which included 89 recommendations to conserve resources and reduce carbon emissions.

The City of Mountain View was awarded a \$45,000 grant for climate protection planning from the BAAQMD in December 2007 to develop GHG reduction policies in its General Plan update. The General Plan will also include policies and actions that address broader sustainability issues. The City is currently in the process of including GHG-reduction goals and policies into the General Plan Update. Citywide GHG emissions inventories and long-term emissions reduction targets were finalized in the fall of 2009. The City Council adopted GHG emission reduction targets to achieve the following emission levels:

- 15 percent below 2005 levels by 2010;
- 20 percent below 2005 levels by 2015;
- 25 percent below 2005 levels by 2020; and
- 80 percent below 2005 levels by 2050.

A separate *Greenhouse Gas Reduction Program* will be finalized in December 2010 and will provide specific estimates of financial, GHG, energy, and fuel savings for each General Plan climate protection policy.

Project Conflicts. The California Environmental Protection Agency Climate Action Team (CAT) and the ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," ARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California*," and ARB's "*Climate Change Scoping Plan: a Framework for Change*." The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32.

The adopted Scoping Plan includes proposed GHG reductions from direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as cap-and-trade systems.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. In June 2007 ARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that are required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The ARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures.

ARB's focus in identifying the 44 early action items was to recommend measures that ARB staff concluded were "expected to yield significant GHG emission reductions, are likely to be cost-effective and technologically feasible." The combination of early action measures is estimated to reduce State-wide GHG emissions by nearly 16 MMT. Accordingly, the 44 early action items focus on industrial

production processes, agriculture, and transportation sectors. Early action items associated with industrial production and agriculture do not apply to the proposed project. The transportation sector early action items such as truck efficiency, low carbon fuel standard, proper tire inflation, truck stop electrification and strengthening light duty vehicle standards are either not specifically applicable to the proposed project or would result in a reduction of GHG emissions associated with the project. State measures include emission reductions assumed as part of the Scoping Plan, including light-duty vehicle GHG standards ("Pavley standards"), low carbon fuel standard, and energy efficiency measures.

The proposed project is an urban infill redevelopment project that would allow for new residential units and would replace older commercial buildings to current codes and standards, including greater energy efficiency. The project will be required to incorporate green building features consistent with the applicable "Build It Green" checklist features that are anticipated to result in additional reductions in GHG emissions. The project site is approximately 900 feet from the Mountain View Transit Center and approximately 1,200 feet from goods and services on Castro Street. The proposed project would not conflict with the State goal of reducing GHG emissions and would not conflict with the AB 32 Scoping Plan or the early action measures. The project would be subject to all applicable permit and planning requirements in place or adopted by the City of Mountain View. Therefore, the proposed project would have a less than significant impact with regard to global climate change.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)</i>				

The proposed project is located in an urbanized area and the site is comprised of four buildings and associated surface parking lots. Existing vegetation on the site consists of trees and shrubs used for ornamental landscaping. Landscaping on the site is unlikely to provide suitable habitat for special-status bird species. Common wildlife species that are adapted to urban environments would continue to use the site after construction of the project. The site is not occupied by, or suited for, any special-status species. Therefore, the proposed project would not have a direct or indirect adverse effect on special-status wildlife species.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)*

The project site is not located within or near any riparian habitat or waterway. Therefore, the project would not result in adverse effects on a riparian habitat or other sensitive natural community.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means? (No Impact)*

The project site is not located on or near any wetlands. Therefore, the project would not result in adverse effects on federally protected wetlands.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Potentially Significant Unless Mitigation Incorporated)*

The project site is not located within a migratory wildlife movement corridor. Furthermore, most of the species that likely use the site are "generalists" that are adept at moving through urban landscapes. However, trees and shrubs have the potential to support nests of common native bird species. All native birds and their nests, regardless of their regulatory status, are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. If conducted during the breeding season (March through August), vegetation removal activities could directly impact nesting birds by removing trees and/or vegetation that support active nests. Implementation of the following mitigation measure would reduce potential impacts to nesting birds to a less-than-significant level.

Mitigation Measure BIO-1: If feasible, all vegetation removal shall be conducted during the non-breeding season (i.e., August 1 to February 28) to avoid direct impacts to nesting birds. If such work is scheduled during the breeding season, a qualified ornithologist shall conduct a pre-construction survey to determine if any birds are nesting in the vegetation to be removed. The pre-construction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through July. If active nests are found during the survey, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer shall be determined by the biologist in consultation with the CDFG, and would be based on the nesting species, its sensitivity to disturbance, and the expected types of disturbance.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Potentially Significant Unless Mitigation Incorporated)*

The project site currently contains 61 trees, 19 of which are "heritage trees," as defined by Section 32.23 of the City of Mountain View City Code. According to the City Code, a tree qualifies as a "heritage tree" if it meets any one of the following criteria:

- A tree which has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade;
- A multi-branched tree which has major branches below 54 inches above the natural grade with a circumference of 48 inches measured just below the first major trunk fork;
- Any quercus (oak), sequoia (redwood) or cedrus (cedar) tree with a circumference of 12 inches or more when measured at 54 inches above natural grade; or
- A tree or grove of trees designated by resolution of the city council to be of special historical value or of significant community benefit.¹²

The project would result in removal of 15 of the 19 existing heritage trees on the project site. Heritage trees that would be removed include: 10 Coast Redwoods located along Villa Street, the majority of which are in good condition; 2 Chinese Pistache trees, located along Villa Street, which are in fair condition; and 2 Fern Pines and 1 London Plane, located along West Evelyn Avenue, which are in fair condition. The other 37 non-heritage trees on the site that would be removed under the project are

¹² Mountain View, City of, 2008. Code of Ordinances, City of Mountain View, California. *Chapter 32, Protection of the Urban Forest*. Website: www.municode.com. Accessed June 14.

primarily Flowering Cherry trees, London Plane trees, Chinese Pistache and Fern Pine trees.¹³ The schematic landscape plan prepared for the proposed project includes 166 new trees, 45 of which would consist of new 24-inch box street trees along the exterior of the site (to meet the required 3:1 replacement to loss ratio), as well as additional trees within the interior of the site, along the central walkway and courtyards.¹⁴

Chapter 32, Article II of the City Code, Protection of the Urban Forest, requires “the preservation of all healthy heritage trees unless reasonable and conforming use of the property justifies removal, cutting, pruning, and/or encroachment into the drip line of a heritage tree.” However, the City Code allows the City to grant permits to remove heritage trees under certain circumstances, and to impose conditions of approval, such as tree replacement, relocation, or payment of fees.¹⁵ Implementation of the following mitigation measure would reduce the impact to heritage trees to a less-than-significant level:

Mitigation Measure BIO-2: For all heritage trees that would be removed, the project applicant shall obtain a Heritage Tree Removal Permit from the City, per the requirements detailed in Section 32.29(a), of the Mountain View City Code. Heritage trees shall be replaced on-site at a minimum ratio of 3:1 (trees replaced:removed).

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? (No Impact)*

The project site is not located within the boundaries of an adopted conservation plan. Therefore, the project would not conflict with the provisions of a conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹³ McClenahan Consulting, LLC, 2009. *Arborist Report*. Submitted to: Prometheus Real Estate Group, Inc.; Project Location: 455 West Evelyn Avenue, Mountain View, California. May 11.

¹⁴ Prometheus Real Estate Group, 2009. *Schematic Landscape Plan*. December 2.

¹⁵ Mountain View, City of, 2008. op. cit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Less-than-Significant Impact)</i>				

A study consisting of background research, a field survey, and preliminary significance evaluations of the buildings 45 years old or older within the project site was conducted by LSA Associates, Inc. Background research was done at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park; the Native American Heritage Commission, Sacramento; the Mountain View History Center, and the Mountain View Public Library. A field survey was conducted by an architectural historian and an archaeologist to determine the overall historical integrity of the buildings within the project site, identify historical architectural resources adjacent to the project site that may be affected by the proposed project, and to inspect areas of exposed soils for archaeological deposits. The cultural resource evaluations were done to determine whether the buildings 45 years old or older are eligible for listing in the California Register, or have the potential for listing in the Mountain View Register.

No historical resources as defined under CEQA were identified on the project site. Three buildings 45 years old¹⁶ or older are present on the project site: a c. 1960s commercial building at 421 West Evelyn Avenue; a c. 1960s office, warehouse, and exercise studio at 423 and 425 West Evelyn Avenue; and the c. 1957 Minton's Lumber & Supply retail store at 455 West Evelyn Avenue. None of the c. 1950s - 1960s buildings on site are eligible for listing under any California Register criteria defined at CCR Title 14, Chapter 3, Section 15064.5(a)(3)(A-D). The site is generally associated with the late-19th-century agricultural and early 20th-century commercial and residential development of Mountain View through its association with the Mountain View Winery; the Dudfield, Adams, and Minton lumber companies; and the Mountain View Canning Company. None of the original buildings associated with these early properties, however, remain on site. Although the site is associated with the Minton family, which included a historically significant figure, former Mountain View mayor, developer, and businessman Earl Minton, none of the buildings on the site are directly associated with this figure. None of the extant buildings embody a notable architectural style; possesses high architectural value; nor do they possess important historic information.

None of the buildings on the project site are listed in the Mountain View Register, nor do they appear to meet any of the criteria for listing in the Mountain View Register. Two properties southwest of the project site, a Folk Victorian residence at 206 Bush Street and a converted tankhouse at 515 Villa Street, are listed on the Mountain View Register and are historical resources for purposes of CEQA. The immediate project area is visually characterized by mostly newer residential one- and two-story properties and modern street infrastructure and landscaping. The existing conditions for the project area, therefore, have been altered from these historical buildings' period of significance, which dates to

¹⁶ The State of California Office of Historic Preservation recommends documenting, and taking into consideration in the planning process, and cultural resource that is 45 years or older.

the late-19th and early-20th centuries. The current project's architectural style and massing are not out of character with the existing built environment in the vicinity of the historical resources at 206 Bush and 515 Villa streets, and the current project is not anticipated to adversely affect the historical integrity of these properties.

The project site does not include a historic resource as defined by Section 5024.1(g) of the Public Resources Code. Therefore, implementation of the proposed project would not result in an adverse change in the significance of a historical resource.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Potentially Significant Unless Mitigation Incorporated)

A records search at the Northwest Information Center at Sonoma State University and a field survey were conducted to identify archaeological resources on or adjacent to the project site. Prehistoric or historic-period archaeological deposits have not been identified within or adjacent to the project site.

A review of Sanborn Fire Insurance maps dating from 1891 through 1956 indicates several episodes of construction on the site, including a wine cellar, residences, a canning facility, and planing mill. Although none of these buildings are extant, there is the potential of encountering subsurface historical archaeological remains associated with early site uses. Such subsurface remains could include wood, stone, or concrete footings, walls and other structural remains; debris filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. However, intact prehistoric archaeological deposits are unlikely to be unearthed on the project site due to previous historical disturbances. Implementation of the following mitigation measure would ensure that potential impacts to previously undiscovered archaeological deposits would be reduced to a less-than-significant level.

Mitigation Measure CULT-1a: The project applicant shall inform the construction contractor(s) of the sensitivity of the project site for archaeological deposits by including the following directive in building plans:

If archaeological deposits are discovered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. Archaeological resources can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone-milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

The City shall verify that the language has been included in the building plans prior to issuance of a grading permit for the proposed project.

Mitigation Measure CULT-1b: If archaeological deposits are discovered during project activities, adverse effects to these deposits should be avoided. If such deposits cannot be avoided, they shall be evaluated for their California Register of Historical Resources eligibility to determine if such deposits qualify as “historical resources” under CEQA (CCR Section 15064.5(c)(1)). If the deposit is not eligible, a determination should be made as to whether it qualifies as a “unique archaeological resource” under CEQA. If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for the California Register adverse effects on the deposits shall be avoided or mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the assessment methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report shall be submitted to the applicant, the City of Mountain View, and the Northwest Information Center.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Potentially Significant Unless Mitigation Incorporated)*

No unique geologic resources are located on the project site. A fossil locality search was conducted on March 9, 2009, by Dr. Pat Holroyd of the University of California Museum of Paleontology (UCMP), Berkeley, for the City of Mountain View’s Sphere of Influence (SOI). The fossil locality search identified no recorded fossil localities within or adjacent to the project site.

Two vertebrate fossil localities are within 2 miles of the Mountain View SOI. No information is available for the types of fossils identified at one of the localities. The second locality, located approximately 2 miles west of the SOI, is a Late Pleistocene Rancholabrean (300,000 to 10,000 years B.P.) Mammuthus (mammoth) fossil. Both of the localities are in Late Pleistocene alluvial deposits similar to those underlying the project area.

The presence of fossil localities in the same Late Pleistocene deposits that underlie the project area indicates paleontological sensitivity. There is the possibility of encountering significant paleontological resources in the fossil-bearing Late Pleistocene alluvium overlain by the Holocene alluvium and modern fill. Implementation of the following mitigation measure would ensure that potential impacts to possible paleontological resources would be reduced to a less-than-significant level.

Mitigation Measure CULT-2a: The project applicant shall inform the construction contractor(s) of the following treatments for paleontological resources encountered during subsurface excavation by including the following directive in building plans:

If paleontological resources are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and

animals, and trace fossil evidence of past life such as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam, and oyster shells; sponges; and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks.

The City shall verify that the language has been included in the building plans prior to the issuance of a grading permit for the proposed project.

Mitigation Measure CULT-2b: If paleontological deposits are discovered during project activities, adverse effects to these deposits should be avoided by project activities. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, project activities shall avoid disturbing the deposits, or the adverse effects of disturbance shall be mitigated. Mitigation may include monitoring, recording the fossil locality, data recovery and analysis, a technical data recovery report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate.

Upon completion of the paleontological assessment, a report shall be prepared documenting the methods, results, and recommendations of the assessment. The report shall be submitted to the applicant and the City of Mountain View and, if paleontological materials are recovered, the report shall also be submitted to a paleontological repository, such as the University of California Museum of Paleontology.

d) *Disturb any human remains, including those interred outside of formal cemeteries? (**Potentially Significant Unless Mitigation Incorporated**)*

The project site does not include a designated cemetery. In Santa Clara County, human remains interred outside of formal cemeteries are generally associated with Native American prehistoric habitation sites. These sites are generally found near natural water sources (e.g., riparian corridors and near tidal marshland). Although human remains are not anticipated to be unearthed during project ground-disturbing activities, human remains have been identified at prehistoric sites in Mountain View and the possibility of encountering such remains at the project site cannot be discounted. Implementation of the following mitigation measure would ensure that potential impacts to human remains would be reduced to a less-than-significant level.

Mitigation Measure CULT-3a: If human remains are encountered, these remains shall be treated in accordance with California Health and Safety Code Section 7050.5. The project applicant shall inform its contractor(s) of the following procedures for treatment of human remains by including the following directive in building plans:

If human remains are encountered during project activities, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this

identification. The Native American Heritage Commission will identify a Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

The City shall verify that the language has been included in the building plans before issuing the grading permit.

Mitigation Measure CULT-3b: If human remains are encountered, upon completion of the assessment by the archaeologist, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the Most Likely Descendant. The report shall be submitted to the applicant, the City of Mountain View, and the Northwest Information Center.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides? (Potentially Significant Unless Mitigation Incorporated)</i>				

Fault Rupture. Fault rupture is the displacement of the earth's surface resulting from fault movement associated with an earthquake. The site is located approximately 7.2 miles northeast of the Alquist-Priolo Earthquake Fault Hazard Zone (A-PEFZ) for the San Andreas Fault, and approximately 11 miles southwest of the A-PEFZ for the Hayward Fault. The northern terminus of the complex and potentially active Berrocal/Monte Vista-Shannon fault zone is about 4.5 miles to the southwest, while the inactive Cascade, Stanford, and San Jose faults all cross the City of Mountain View from the southeast to the northwest, within approximately 1 to 3 miles of the project site. The California Geological Survey has not mapped any of these inactive faults as an A-PEFZ, indicating that these faults are not likely to generate surface rupture. The project site is not located within a designated A-PEFZ and no known surface expressions cross the project site. The proposed project would not impact persons or structures due to rupture of a known earthquake fault.

Strong Seismic Ground Shaking. The entire San Francisco Bay Area is located in a region of active seismicity. Historically, numerous moderate to strong earthquakes have been generated in northern California by several major faults and fault zones in the San Andreas Fault Zone system. The level of active seismicity results in a classification of the San Francisco Bay Area as seismic hazard Zone 4 (the highest risk category) in the California Building Code (CBC).

Ground shaking from earthquakes along the known active faults in the region could cause damage to people and property. The Association of Bay Area Governments (ABAG) earthquake hazard mapping indicates a Magnitude 7.9 event on the San Andreas Fault would result in very strong to violent (MMI¹⁷-VIII/IX) shaking in the vicinity of the project site.¹⁸ Ground shaking potential is estimated on a worst-case basis by taking the maximum expected earthquake and designing for the peak accelerations that it could generate. The expected peak horizontal acceleration (with a 10 percent chance of being exceeded in the next 50 years) generated by any of the seismic sources potentially

¹⁷ Modified Mercalli Intensity Scale; the most commonly used scale for measurement of the subjective effects of earthquake intensity.

¹⁸ Association of Bay Area Governments, 2004. *Earthquake Shaking Scenario, Entire San Andreas Fault: Magnitude 7.9 event*. Website: www.abag.ca.gov.

affecting the Mountain View area is estimated by the California Geological Survey at about 0.482g¹⁹ on the alluvium near the Bay.²⁰ This level of ground shaking is considered a potential hazard.

The adverse impacts of seismically-generated ground shaking on infrastructure, structures, and people can be reduced to acceptable levels by incorporating appropriate seismic design standards and construction and conforming to current best standards for earthquake resistant construction per the City of Mountain View's geotechnical and seismic design regulations and standards in the Environmental Management Chapter of the General Plan, as well as the CBC and Seismic Hazards Mapping Act.

It is acknowledged that seismic hazards cannot be completely eliminated, even with site-specific geotechnical methods and advanced building practices. However, exposure to seismic hazards is a generally accepted part of living in the seismically active areas of California. Therefore, implementation of the following mitigation measure would reduce the potential hazards associated with strong seismic ground shaking at the project site to a less-than-significant level:

Mitigation Measure GEO-1: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation, in compliance with City of Mountain View guidelines, shall be prepared by a Certified Engineering Geologist or Geotechnical Engineer and submitted to the City Engineer for review and approval. The report shall determine the proposed project's surface geotechnical conditions and address potential seismic hazards such as liquefaction, lateral spreading, and expansive soils. The report shall identify building techniques appropriate to minimize seismic damage. All mitigation recommendations, design criteria, and specifications set forth in the geotechnical and soils reports shall be implemented as a condition of project approval.

Liquefaction. Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Since saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths.

The project site is within a State-designated Liquefaction Hazard Zone as well as a Santa Clara County Liquefaction Hazard Zone.²¹ Soils at the site consist of sandy lean clay with gravel and clayey sand with gravel at a depth of 3½ to 5½ feet. This material is likely undocumented fill. Beneath the fill, stiff to very stiff lean clay with sand with up to 3-foot thick layers of silty sand and poorly graded sand were encountered down to about 30 feet below the existing ground surface. Groundwater was encountered at a depth of 25 feet below the existing grade during recent soil borings, with the historical high of 20 feet.²² Several soil layers could experience liquefaction during a significant seismic event that could

¹⁹ Measured as a fraction or percentage of the acceleration compared to gravity (g).

²⁰ California Geological Survey, 2008. Probabilistic Seismic Hazards Mapping Ground Motion. Website: www.consrv.ca.gov/cgs/rghm/pshamap/pshamain.html.

²¹ Cornerstone Earth Group, 2009. *Geotechnical Investigation, West Evelyn Avenue Residential Development*. Project Number 307-2-1. July 7.

²² Cornerstone Earth Group, 2009. op. cit.

result in soil softening and post-liquefaction settlement ranging from ¼ to ½ inches. However, implementation of Mitigation Measure GEO-1 would ensure that potential impacts associated with liquefaction during seismic ground shaking would be reduced to a less-than-significant level.

Landslides. Slope failure can occur as either rapid movement of large masses of soil (“landslide”) or slow, continuous movement (“creep”). The primary factors influencing the stability of a slope are: 1) the nature of the underlying soil or bedrock, 2) the geometry of the slope (height and steepness), 3) rainfall, and 4) the presence of previous landslide deposits. The project site gently slopes from approximately 83 feet above mean sea level (MSL) north to approximately 77 feet MSL. The project site is relatively level and is not adjacent to any slopes;²³ therefore, the proposed project would not be subject to landslide activity.

b) Result in substantial soil erosion or the loss of topsoil? (Potentially Significant Unless Mitigation Incorporated)

The soils on the site consist of stiff to very stiff, damp silts that contain minor amounts of disseminated fine-grain gravel. Implementation of Mitigation Measure HYDRO-1, which requires preparation and implementation of a Storm Water Pollution Prevention Plan and compliance with the Santa Clara Valley Urban Runoff Pollution Program, would ensure that potential impacts associated with soil erosion during the project-construction period would be reduced to a less-than-significant level.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Potentially Significant Unless Mitigation Incorporated)

As previously discussed in Section VI.a, the soils of the project site would not be subject to landslide activity. Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. The proposed project would connect to the City’s water infrastructure and would not utilize groundwater resources, which could occur at a depth of 20 to 25 feet, or approximately 6 feet below the depth of excavation; therefore, subsidence or collapse of site soils is not likely.

Lateral spreading is a form of horizontal displacement of soils toward an open channel or other “free” face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion unconsolidated material or more commonly by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. Earthquake shaking leading to liquefaction of saturated soil can result in lateral spreading where the soil undergoes a temporary loss of strength. The project site ranges approximately 5 feet in elevation across the 3.5-acre site and gently slopes to the north. However, although the site can be considered relatively level, excavation of the subsurface garage could induce lateral spreading during project construction. Implementation of Mitigation Measure GEO-1 would ensure that potential impacts associated with lateral spreading and liquefaction would be reduced to a less-than-significant level.

²³ Santa Clara, County of, 2006. Geologic Hazard Zones Map. October 18.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (**Potentially Significant Unless Mitigation Incorporated**)*

Expansive soils can undergo significant volume changes with variations in moisture content and are known to shrink and harden when dried and expand and soften when wetted. The soils in the City of Mountain View area range from moderate to high shrink-swell potential.²⁴ Moderate to high shrink-swell soils are classified as expansive soils and require appropriate construction engineering. Site grading may require the import of fill material, which could result in newly introduced engineered fill adjacent to expansive soils and/or areas where fills of different thickness underlie structures, utilities, and flatwork (such as sidewalks and roadways). The City of Mountain View prohibits the use of expansive soils and requires that expansive soils near or directly under proposed structures and utility lines be replaced. Implementation of Mitigation Measure GEO-1 would ensure that potential impacts related to expansive soils at the site would be reduced to a less-than-significant level.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (**No Impact**)*

The proposed project would connect to the City's wastewater conveyance system. On-site treatment and disposal of wastewater is not proposed for the project; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

²⁴ U.S. Department of Agriculture, 1968. Soils of Santa Clara County, Publication CA641, in cooperation with the County of Santa Clara Planning Department.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information in this section is based in part on the *Phase I Environmental Site Assessment*²⁵ (Phase I ESA) prepared for the project site and is available for review at the City of Mountain View Planning Division.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less-than-Significant Impact)*

The proposed project would redevelop the site with a residential apartment complex over a subsurface parking garage and would also include associated recreational facilities, open space, landscaping, and a public roadway. Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for household cleaning and landscape maintenance within the project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of significant quantities of hazardous materials.

²⁵ Land America Commercial Services, 2008. *Environmental Site Assessment Report, Minton's Lumber Supply, 421-499 W. Evelyn Avenue, Mountain View, California*. October 16.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Potentially Significant Unless Mitigation Incorporated)*

Potential sources of hazardous materials contamination at the project site are discussed below. Implementation of Mitigation Measures HAZ-1, HAZ-2 and HAZ-3, outlined below, would ensure that potential hazards to the public or the environment that may occur through the potential release of hazardous materials at the site would be reduced to a less-than-significant level.

Underground Storage Tank. A 1,000-gallon underground storage tank (UST) was removed from the 425 West Evelyn Avenue portion of the site in 1996. Soil and groundwater contamination were identified in the form of total petroleum hydrocarbons as gasoline (TPHg), benzene, toluene, ethylbenzene and xylenes (BTEX), and methyl tertiary butyl ether (MtBE), found to be generally localized around the former UST. Impacted soil was excavated but some residual contamination was left in place due to the proximity of the nearby building. Periodic groundwater monitoring of on-site wells in 2003-2004 showed dissolved petroleum hydrocarbons were decreasing. Case closure was granted with residential restrictions. The case was reopened and additional soil sampling was conducted in 2008 to obtain case closure without restrictions; however, the case is currently considered closed with residential restrictions.²⁶ The project applicant will contact the County Department of Environmental Health to re-open the case and provide clean-up requirements once project entitlements are processed.

The 2008 investigation concluded that impacted soil from the ground surface to approximately 20 feet below the ground surface (bgs) was present on the southwest side of the former UST excavation and that excavation would be necessary to achieve an acceptable human health risk for a residential use. All other soils on the site are considered to be suitable for excavation and unrestricted use as clean fill materials or for Class III disposal.²⁷ Implementation of Mitigation Measure HAZ-1 and HAZ-2 (below) would ensure that potential hazards associated soil contamination in the location of the former UST would be reduced to a less-than-significant level.

Mitigation Measure HAZ-1: After demolition of the 423-425 West Evelyn Avenue structures, but prior to issuance of a grading permit, soil and groundwater sampling shall be conducted to determine the extent and location of contamination associated with the previously removed underground storage tank. If dewatering is required during soil remediation, groundwater shall be analyzed by a State-certified Laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the project applicant shall acquire the appropriate permit(s) prior to discharge of the dewatering effluent. Contaminated soils shall be excavated and off-hauled for disposal at an appropriate facility. Post-excavation confirmatory sampling and analysis shall be performed and a closure report submitted to the Santa Clara County Environmental Health Department and the City of Mountain View. The City shall verify that the site is cleared of restrictions for residential use prior to issuance of a construction permit.

²⁶ Santa Clara, County of, 2009. Letter to Debra Schultz, Minton Lumber and Supply. Fuel Leak Investigation: Minton's Lumber & Supply, 425 W. Evelyn Ave., Mountain View, CA; Case No. 14-346, SCVWDID No. 06S2W22M02f. May 8.

²⁷ ACC Environmental Consultants, 2008. *Letter Report – Soil Characterization 425-455 W. Evelyn Avenue, Mountain View, California*. May 20.

Floor Drain and Surface Staining. The multi-unit buildings on the east side of the property at 421-425 West Evelyn Avenue were occupied by automotive repair facilities for a period of time between the 1960s and 1980s. One floor drain was identified in the most eastern building at 421 West Evelyn Avenue. Based on available information, the presence of localized contamination cannot be ruled out, although site-wide contamination is considered unlikely. A shed that contains hazardous materials/regulated waste is also located adjacent to the southwest side of the building located at 421 West Evelyn Avenue. A large surface stain originating from this shed is evident on the concrete as are stains on the floor of the shed. A surface area of approximately 40 square feet appears to be affected and may have contributed to subsurface contamination. Petroleum hydrocarbons are the likely contaminant of concern given the presence of a used oil drum, used oil filter drums, product oil and other containers of oil-based substances. Implementation of Mitigation Measure HAZ-1 and HAZ-2 would ensure that potential hazards associated with soils contamination that may have resulted from historic uses on the site would be reduced to a less-than-significant level.

Mitigation Measure HAZ-2: Prior to issuance of a grading permit for the proposed project, the project applicant shall retain a qualified environmental professional (e.g., Professional Geologist, Professional Engineer) to conduct a Phase II Environmental Site Assessment (ESA) in accordance with the most recent ASTM International Standard, and with oversight from the Santa Clara County Environmental Health Department. At a minimum, the Phase II ESA shall evaluate: the extent and location of contaminated soils and groundwater in the area of the former UST; the potential for subsurface contamination originating from the floor drain at 421 West Evelyn Avenue; and the potential for subsurface contamination underlying and adjacent to the shed at 421 West Evelyn Avenue. Where the results of the studies indicate that soil and/or groundwater contamination is present, any necessary remediation shall be conducted. The project applicant shall comply with all site remediation and construction-worker health and safety recommendations provided in the Phase II ESA. The findings of the investigation(s) shall be documented in a written report and shall be submitted to the regulatory oversight agency and the City.

Asbestos and Lead Containing Materials. Buildings constructed prior to 1980 may contain lead-based paint (LBP) and asbestos-containing materials (ACMs). The majority of site structures were constructed in the late 1950s or early 1960s, although the largest building on the site, which functions as the retail portion of the lumberyard and hardware center, was constructed in 1997. The Phase I ESA prepared for the project site determined that asbestos-containing materials were likely to be present in project structures, particularly the smaller structure at 455 West Evelyn Avenue and the multi-unit building at 423-425 West Evelyn Avenue. Implementation of the following mitigation measure would reduce potential impacts associated with exposure of construction workers and the public to accidental releases of asbestos and lead to a less-than-significant level.

Mitigation Measure HAZ-3: Prior to issuance of a demolition permit for any site structure constructed prior to 1980, a lead-based paint and asbestos-containing material survey shall be performed for each structure by a qualified environmental professional. Based on the findings of the survey, identified asbestos hazards shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the Bay Area Air Quality Management District. Federal and State construction worker health and safety regulations shall be required during demolition activities. If loose or peeling lead-based paint is

identified, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (**Potentially Significant Unless Mitigation Incorporated**)*

Castro Mariano Elementary school is located within ¼ mile of the project site. However, operation of the proposed project would not emit hazardous air pollutants or result in the use of hazardous or acutely hazardous materials, substances, or waste. Implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 would ensure that potential demolition- and construction-period impacts associated with hazardous materials emissions would be less than significant.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (**Potentially Significant Unless Mitigation Incorporated**)*

The 425 West Evelyn Avenue portion of the project site is listed on the Cortese and Leaking UST lists. The listing refers to the 1996 removal of the gasoline UST from the property and received case closure in 2006. However, the case was voluntarily re-opened in 2008 to remove restrictions for residential development and closed again in 2009 with the restrictions remaining in place. As discussed above in Section VII.b, the project applicant will pursue removal of these restrictions once project entitlements are processed. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that potential hazards associated with contamination in the vicinity of the UST would be reduced to a less-than-significant level and that documentation of appropriate closure would be required prior to residential occupancy at the site.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (**No Impact**)*

The project site is located approximately 2.5 miles southwest of Moffett Federal Airfield, a private-use airport located mostly in unincorporated Santa Clara County and operated by the National Aeronautics and Space Administration (NASA). Moffett Field is not under the jurisdiction of the Santa Clara County Airport Land Use Commission; however, NASA is required to adhere to height restrictions under Federal Aviation Regulation (FAR) Part 77. The height and location of the proposed project would be well below the obstruction criteria requiring notification to the Federal Aviation Administration (FAA) under FAR Part 77 and would not result in a safety hazard for people residing or working in the project area.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (**No Impact**)*

Please refer to Section VII.e, above. The proposed project would not result in a safety hazard for people residing or working in the project area as a result of the project's proximity to a private airstrip.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (**Less-than-Significant Impact**)*

The Mountain View Fire Department Office of Emergency Services (OES) is responsible for responding to disasters or other large-scale emergencies in the City of Mountain View. Overall emergency response is governed by the OES Emergency Plan²⁸ and coordinated with other local, regional, State, and federal agencies. According to the Emergency Plan, the commuter train (VTA light rail and Caltrain), U.S. 101, Central Expressway, and State Highways 85 and 237 could be used as evacuation routes. Development of the project site with residential uses would not impair implementation of or physically interfere with any emergency response or evacuation plans for the area. In addition, development of the proposed project includes the location of a new roadway at the eastern edge of the site, providing an additional through access route between West Evelyn Avenue to the north and residential neighborhoods south of Villa Street.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (**No Impact**)*

The project site is located in an urban area and is not within or adjacent to a wildland fire hazard area.²⁹ Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²⁸ Mountain View, City of, 2005. *Emergency Plan*. August.

²⁹ California Department of Forestry and Fires, 2008. *Very High Fire Hazard Severity Zones in Local Responsibility Areas*. October.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Violate any water quality standards or waste discharge requirements? (Potentially Significant Unless Mitigation Incorporated)</i>				

The State Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Quality Control Board (Water Board) is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with the NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is

administered by the Water Board. According to the water quality control plans of the Water Board, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require a General Construction Activity Stormwater Permit, consistent with Section 401 (National Pollutant Discharge Elimination System [NPDES] Permit) of the federal Clean Water Act. The project site, including the proposed landscaping and plaza areas, is approximately 3.5 acres in size.

Construction activities associated with the proposed project would cause displacement of soil during excavation work, which could adversely impact water quality. During project construction and operation, leaks of fuel or lubricants, tire wear, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. In addition, runoff from the proposed landscaped areas may contain residual pesticides and nutrients. Although surface runoff from the site would likely decrease with the proposed project, long-term degradation of runoff water quality from project operation could adversely affect water quality in the receiving waters and San Francisco Bay.

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) is an association of thirteen cities and towns in the Santa Clara Valley, together with Santa Clara County and the Santa Clara Valley Water District (SCVWD). Members of SCVURPPP, including Mountain View, are co-permittees under the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (Order No. R2-2009-0074, NPDES Permit No. CAS612008), and a Management Committee coordinates joint efforts among the co-permittees. SCVURPPP agencies enforce the requirements of the NPDES Permit regulating stormwater discharges. Provision C.3 of SCVURPPP's NPDES Permit addresses the control of stormwater quality and quantity impacts associated with new development and redevelopment projects that create or replace greater than 10,000 square feet of impervious surfaces. Provision C.3 requires the effective incorporation of site design principles, source control measures, structural stormwater treatment controls (including numeric design standards for sizing stormwater treatment controls) for certain types of development. Provision C.3.f limits increases in runoff peak flow, duration, and volume for projects that are subject to the requirement, where such increases may cause increased erosion of creek beds and banks, silt pollutant generation, or other impacts to beneficial uses (e.g., hydromodification). The SCVURPPP has developed a C.3 Handbook to assist project proponents in development planning.³⁰ SCVURPPP's Hydromodification Management Plan³¹ provides additional information related to hydromodification requirements. However, this project is not subject to hydromodification requirements because there will be a net reduction in impervious surfaces on the site.

The project site, which includes existing structures and adjacent asphalt parking and driveway areas, is primarily covered with impermeable surfaces, with the exception of some landscaped areas around the perimeter of the site. The proposed project includes the planting strips around the perimeter of the site and along the public walkway through the site, planting areas within the two courtyards and permeable pavements as part of the proposed landscaping plan. Stormwater that accumulates at the podium level would be redirected to the City's storm drain system.³² Once the project is constructed, impervious

³⁰ Santa Clara Valley Urban Runoff Pollution Prevention Program, 2006. *C.3 Stormwater Handbook, Guidance for Implementing Stormwater Requirements for New and Redevelopment Projects*. Updated September.

³¹ Santa Clara Valley Urban Runoff Pollution Prevention Program, 2005. *Hydromodification Management Plan*. April.

³² Carlson, Barbee & Gibson, Inc., 2009. *Stormwater Management Plan, 425 & 455 W. Evelyn Avenue*. December 1.

surfaces on the project site would decrease from approximately 141,701 square feet to 95,648 square feet, reducing surface runoff from the site, and increasing stormwater infiltration in some areas.

Implementation of the following two-part mitigation measure would reduce potential construction- and operation-period impacts to water quality to a less-than-significant level.

Mitigation Measure HYD-1a: Prior to issuance of a grading permit, the project applicant shall file a Notice of Intent (NOI) for coverage under the States' Construction NPDES Permit, and prepare/implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction of and life of the project. The SWPPP shall act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the construction of the proposed project. The SWPPP shall include:

- 1) Specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. Specific and detailed BMPs included in the SWPPP shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g. fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.
- 2) Specific BMPs designed to reduce erosion of exposed soil that may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, and sediment basins. The potential for erosion is generally increased if grading is performed during the heavy rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMP's selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.
- 3) A monitoring program to be implemented by the construction site supervisor that included both dry and wet weather inspections.
- 4) Measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development.

Mitigation Measure HYD-1b: The project applicant shall fully comply with the C.3 requirements enforced by the City of Mountain View Fire Department, Environmental Protection Division, which maintains compliance with the NPDES Stormwater Discharge Permit. Responsibilities include, but are not limited to, designing Best Management Practices (BMPs) into the project features and operation to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in a Stormwater Management Plan prepared in accordance with the City's guidelines and detailed in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development.

All requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program shall be incorporated. The final design team for the development project shall also review and incorporate as many concepts as practicable from *Start at the Source, Design Guidance Manual for Stormwater Quality Protection*.³³ Passive, low-maintenance BMPs (e.g., bioretention areas, grassy swales, porous pavements) are preferred in all areas. Higher-maintenance BMPs may only be used if the development of at-grade treatment systems is not possible, or would not adequately treat runoff. Funding for long-term maintenance of all BMPs must be specified (as the City will not assume maintenance responsibilities for these features). The applicant shall establish a self-perpetuating drainage system maintenance program (to be managed by a business and/or homeowners association or similar entity) that includes annual inspections of any stormwater detention devices (if any), drainage inlets, and operations and maintenance. Any accumulation of sediment or other debris would need to be promptly removed. An agreement shall also be recorded that establishes the applicant's maintenance responsibilities. In addition, an annual report documenting the inspection and any remedial action conducted shall be submitted to the City of Mountain View Fire Department, Environmental Protection Division for review.

As described in Section VII. Hazards and Hazardous Materials, an underground storage tank was removed from the 425 West Evelyn Avenue portion of the site in 1996. Soil and groundwater contamination were identified. Impacted soil was excavated but some residual contamination was left in place due to the proximity of nearby buildings. Implementation of HAZ-1 and HAZ-2 would ensure that potential hazards associated with soil or groundwater contamination that may have resulted from historic uses on the site would be reduced to a less-than-significant level.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Less-than-Significant Impact)*

The proposed project would connect to the City's water system and would not use local groundwater supplies (e.g., by installation and pumping of water supply wells), and therefore would not lower the groundwater table as a result of groundwater extraction. Dewatering would not be required during construction activities except possibly in the area of the former underground storage tank, where contaminated soils are known to be present. Therefore, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Less-than-Significant Impact)*

The proposed project would not alter the course of a stream or a river. The project site is currently developed with four buildings and associated surface parking, and redevelopment of the site with new structures and storm drainage systems would result in a minor alteration to the existing drainage

³³ Bay Area Stormwater Management Agencies Association, 1999, *Start at the Source, Design Guidance Manual for Stormwater Quality Protection*, Website: www.basmaa.org.

pattern, with redirected flows, but at a lower volume. The project site ranges approximately 5 feet in elevation and slopes gently to the north; therefore, grading and excavation activities associated with the proposed project would occur on a relatively level area. Given the gentle slope on the site, the proposed project would not substantially alter the drainage pattern on the site such that on- or off-site erosion or siltation would occur.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (**Less-than-Significant Impact**)*

The proposed project is developed with a number of existing structures and paved areas. The proposed project would decrease impervious surfaces on the site due to the creation of new green spaces and permeable pavements as part of the proposed landscaping plan. Therefore, the proposed project would not substantially alter the drainage pattern on the site such that that on- or off-site flooding would occur.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (**Potentially Significant Unless Mitigation Incorporated**)*

The City owns and maintains storm drainage infrastructure in the project area. Infrastructure immediately bordering the project site includes a 15-inch storm drainage line at Villa Street, south of the site, and a 15-inch storm drainage line at Bush Street, west of the site.³⁴ The proposed project would decrease impervious surfaces on the site due to the creation of new planting areas and permeable paved surfaces as part of the proposed landscaping design and would decrease surface runoff. Storm drainage from the podium level would be directed to the City's storm drainage system. As such, development of the proposed project could require reconfiguration of the City's storm drainage infrastructure to accommodate the redirected flows. For instance, storm drains along West Evelyn Avenue may need to be extended along the property frontage to drain the new public street and conform to the City of Mountain View standard street and storm drain design. Implementation of the following mitigation measure would ensure that the proposed project does not exceed the capacity of the City's storm drain system.

Mitigation Measure HYD-2: As a condition of project approval, the applicant shall prepare a stormwater flow projection study and a hydraulic capacity study, to be submitted to the City of Mountain View Public Works Department for review and verification that the existing storm system is properly sized to meet the projected increase in stormwater flows on the project site. The studies shall show the new connecting points to the existing storm drain and model the estimated flows and peaking factors, as they relate to the changes in land use on the project site. The studies shall show that the reconfigured drainage pattern would not result in increased on- or off-site erosion, siltation, or flooding. The applicant shall be responsible for constructing and financing new or upgraded infrastructure that is required to serve the proposed project.

³⁴ Ibid.

The potential for the project to add substantial sources of pollutants to surface water runoff is described in Section VIII.a. Implementation of Mitigation Measures HYD-1a and HYD-1b would reduce these potential impacts to a less-than-significant level.

f) Otherwise substantially degrade water quality? (No Impact)

Operation of the proposed project would not result in any substantial changes to on-site water quality associated with stormwater runoff. Implementation of Mitigation Measures HYD-1a and HYD-1b would reduce potential impacts to water quality to a less-than-significant level.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (No Impact)

The project site, and much of the City of Mountain View, is located in Federal Emergency Management Agency (FEMA) Zone X, which indicates areas that have a 2 percent annual chance of minor flooding.³⁵ The project site is not located within a 100-year flood zone as mapped by FEMA; the proposed project would not place housing within a 100-year flood hazard area as mapped by FEMA.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (No Impact)

Refer to Section VIII.g. The project site is not located within a 100-year flood zone as mapped by FEMA. Therefore, project structures would not impede or redirect potential flood flows.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam? (No Impact)

There are no dams or reservoirs within the City, with the exception of irrigation ponds at the Shoreline Golf Links. The Stevens Creek Reservoir is located upstream from the City on Stevens Creek, approximately 8 miles south of the project site. However, the dam failure inundation zone for this reservoir is located outside of the City limits and flooding resulting from dam failure would not reach the project site.³⁶ Stevens Creek is located less than 0.25 mile east of the project site. Stevens Creek is maintained for flooding and slope protection by the Santa Clara Valley Water District (SCVWD) and the proposed project would not be affected by any levee failures along the creek channel. Therefore, the proposed project would not expose people or structures to the risk of loss, injury, or death involving flooding as a result of levee or dam failure.

³⁵ Federal Emergency Management Agency, 2009. Flood Insurance Rate Map, Santa Clara County, California. Community Map #06085C0039H Panel 39 of 830. May 18.

³⁶ Association of Bay Area Governments, 2009. Interactive GIS Maps Showing Dam Failure Inundation. Website: www.abag.ca.gov/bayarea/eqmaps/damfailure/damfail.html. Accessed February 19.

j) *Inundation by seiche, tsunami, or mudflow? (No Impact)*

The project site is not located near any large open bodies of water; therefore, impacts associated with seiches would not occur. Based on the distance of the project site from the southernmost portion of San Francisco Bay (approximately 3 miles) and the elevation of the site (approximately 77 to 83 feet above MSL), coastal hazards such as tsunamis, extreme high tides, and sea level rise would not affect the project site. Due to the generally level nature of the site and vicinity, the proposed project would not be affected by mudflows.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Physically divide an established community? (Less-than-Significant Impact)*

The physical division of an established community would typically involve the construction of large features (such as freeways) that then function as physical or psychological barriers between communities, or the removal of roads (e.g., through the assembly of numerous parcels and the creation of “superblocks”) such that access from one neighborhood to another is diminished.

The proposed project would result in the demolition of the existing commercial structures on the project site and the construction of a multi-family residential development. Land uses adjacent to the project site include residential, commercial, and light industrial uses. While the proposed project includes a new roadway connecting West Evelyn Avenue and Villa Street, the project would not substantially change access patterns around the project site or otherwise restrict traffic flow on West Evelyn Avenue, Bush Street, Villa Street, or other streets in the vicinity of the project site. Therefore, the proposed project would not divide an established community.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Less-than-Significant Impact)*

The project site's General Plan land use designation is Medium Density Residential (13-25 dwelling units per acre) and its zoning is Evelyn Avenue Corridor Precise Plan. The site is located within the Evelyn Corridor Mixed-Unit Area (one of four Plan Areas established in the Evelyn Avenue Corridor Precise Plan), which permits multi-family residential uses at up to 25 units per acre. The project would require a General Plan amendment to change the designation on the site to High Density Residential, as well as Precise Plan Amendments to allow for an increase in density for up to 61 units per acre, an increase in the allowable number of stories from 3 stories (up to 36 feet) to 4 stories (up to 50 feet) along West Evelyn Avenue and the new public street, reduce the minimum 20-foot setback from the property line to 14 feet along West Evelyn Avenue, and remove the limitation of the number of units served by common building entrances. Although these amendments would not change the type of land use permitted to be developed on the project site under the above plans and zoning regulations, it would result in an increased density on the site beyond what was originally considered for the area.

In addition to the project site, the Evelyn Avenue Corridor Precise Plan designates the properties immediately adjacent to the site as Medium Density Residential. As shown in Figure 8, the existing Minton's Lane development, immediately west of the site across Bush Street, is developed at a density of 13.8 dwelling units per acre (33 units on 2.4 acres). The Classic Communities property immediately east of the site, although currently developed with commercial and industrial uses, is proposed for residential uses, at a density of 16.8 dwelling units per acre (proposed 67 units on 3.98 acres). The combined residential density of these two properties, along with development of the proposed project, which proposes a density of 61 dwelling units per acre, would result in an average residential density of approximately 30.5 dwelling units per acre along West Evelyn Avenue. This is an increase of 5 dwelling units per acre overall.

As previously discussed and shown in Figure 8, land uses immediately to the west of the site across Bush Street include two- and three-story residential uses and land uses immediately south of the site across Villa Street include one- and two-story residential uses. The proposed project would develop multiple family housing on the site with a maximum height of four stories. Buildings along Bush Street would range from two- to three stories in height (see Figures 5a and 5b). Buildings along Villa Street would be two stories in height. The proposed project would generally be about 80 feet from the existing two-to three- story residences across Bush Street and the one- to two-story residences across Villa Street (also refer to Figures 5c and 5d). The four-story elevations of the proposed project would front West Evelyn Avenue and the proposed new public street to the east. The proposed building elevations are intended to allow a high density of development while not overwhelming existing lower density residential developments in the surrounding community (also see Figures 5a and 5b).

The City's General Plan specifies that high density housing is appropriate in areas that are close to transit, shopping, and public facilities. Specifically, General Plan Policy 44, Action 44.a encourages development of high density residential projects along major transit lines and near existing transit stations. In addition, the proposed project supports the intent of the General Plan to provide access to alternative forms of transportation within the City, including transit, bicycle, and pedestrian routes. A major goal of the Evelyn Avenue Corridor Precise Plan is to provide for and coordinate new residential development at densities that support Downtown businesses and transit use. The proposed project would develop high density housing approximately two blocks east of the Downtown Transit Station, which is served by Caltrain and VTA. The City's Downtown, which provides a range of goods, services, and employment, is located approximately three blocks west of the site.

Although the proposed project would require amendments to the existing General Plan and zoning for the site, the proposed project would generally be consistent with the intent of the General Plan and Evelyn Avenue Corridor Precise Plan. Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan? (No Impact)*

The project site is not located within an area that is included in a habitat conservation plan or natural community conservation plan. Therefore, the proposed project would not conflict with any of these plans.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? (No Impact)*

The proposed project is located within an urban area. There are no known mineral resources within or in the vicinity of the project site.³⁷ Therefore, the project would not result in impacts on known mineral resources.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)*

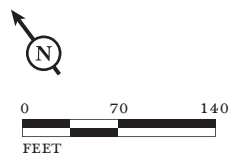
Please see X.a.

³⁷ Mountain View, City of, 1992. *Mountain View 1992 General Plan*. Adopted October 29, as amended through December 10, 2002.



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FIGURE 8



Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Adjacent and Residential Densities,
Heights and Setbacks

Back of Figure 8

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which

better represent how humans are more sensitive to sound at night. These measurements include the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL).³⁸

The City of Mountain View addresses noise in the Environmental Management Chapter of the General Plan³⁹ and the City's Code of Ordinances.⁴⁰ The City's exterior noise acceptability guidelines for new development states that outdoor environments with ambient noise levels of up to 55 dBA L_{dn} are considered normally acceptable for new residential development. Noise environments of up to 65 dBA L_{dn} are considered conditionally acceptable, while noise environments of 65 to 75 dBA L_{dn} are considered potentially unacceptable. In areas with exterior noise levels from 55 dBA to 65 dBA L_{dn} , construction of new residential units requires acoustic analysis to determine the insulation needed to maintain an indoor noise level of 45 dBA or to reduce exterior noise levels to below 55 dBA L_{dn} .

The City Code restricts construction or demolition activity on weekdays to the hours of 7:00 a.m. to 6:00 p.m. No construction or demolition work is permitted on Saturdays or Sundays or holidays unless prior written approval is granted by City staff.

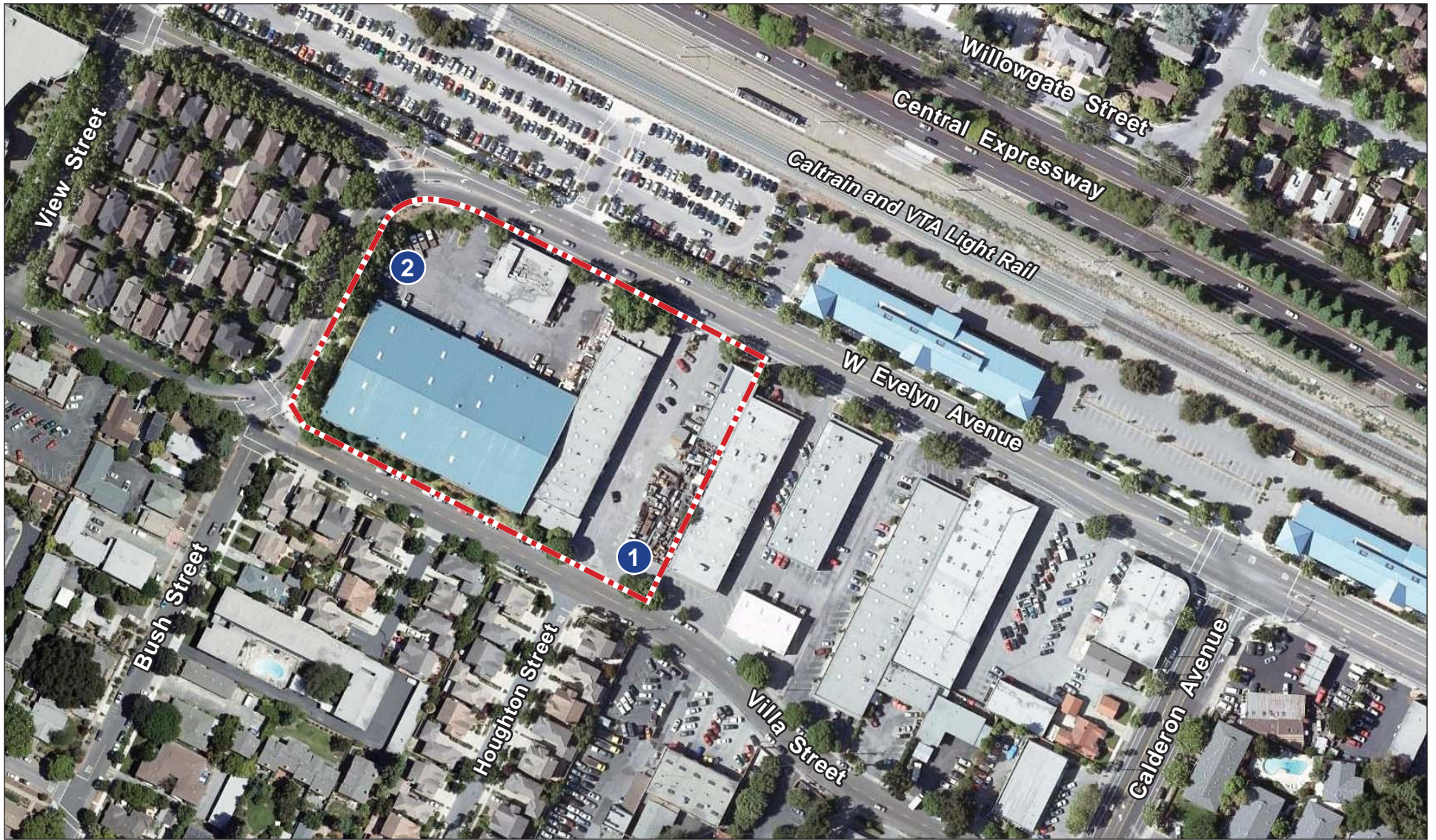
- a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Potentially Significant Unless Mitigation Incorporated)*

Short-term ambient noise monitoring was conducted on the project site on February 10, 2009 and on July 17, 2009 at two separate locations. The purpose of this noise monitoring was to document the existing noise environment and to capture the noise levels associated with operations and activities in the project vicinity. Figure 9 shows the monitoring locations. Table 3 lists the noise levels measured during the short-term 20-minute noise measurements. Maximum and minimum noise levels were recorded as well as the equivalent continuous noise level measure L_{eq} . The meteorological conditions at the time of each noise measurement are shown in Table 4.

³⁸ L_{dn} is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. CNEL is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. Source: Harris, Cyril M. 1998. *Handbook of Acoustical Measurement and Noise Control*.

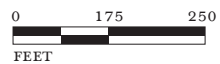
³⁹ Mountain View, City of, 1992. *City of Mountain View General Plan*.

⁴⁰ Mountain View, City of, 2008. *Code of Ordinances, City of Mountain View, California*. October 14.



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FIGURE 9



PROJECT SITE



NOISE MONITORING LOCATIONS

455 West Evelyn Avenue Project EIR
Noise Monitoring Locations

Back of Figure 9

Table 3: Short-Term Ambient Noise Monitoring Results, dBA

Site	Location Description	Date	Start Time	L_{eq}^a	L_{max}^b	L_{min}^c	Noise Sources
1	425 West Evelyn Avenue: 54 feet east of 423C building, 11 feet north of Villa Street	2/10/2009	10:21 a.m.	60.3	84.3	42.7	Traffic on Villa Street and Houghton Street. Lumber yard activity, train activity, airplane and auto repair sounds
2	455 West Evelyn Avenue: in parking lot 52 feet north of Minton's Lumber building, 60 feet east of Bush Street	7/17/2009	4:35 p.m.	62.8	95.2	49.9	Traffic on W. Evelyn Avenue, train activity, parking lot activity

^a L_{eq} represents the average of the sound energy occurring over the 20-minute time period.

^b L_{max} is the highest instantaneous sound level measured during the 20-minute time period.

^c L_{min} is the lowest instantaneous sound level measured during the 20-minute time period.

Source: LSA Associates, Inc., June 2009.

Table 4: Meteorological Conditions During Ambient Noise Monitoring

Site	Maximum Wind Speed (mph)	Average Wind Speed (mph)	Temperature (F)	Relative Humidity (%)
1	3.4	1.3	53.6	53.1
2	7.6	1.5	76.6	51.6

Source: LSA Associates, Inc., June 2009.

Construction Noise Impacts. Construction at the site would require demolition of the existing structures. Construction would require excavation for the proposed subsurface parking garage and the planned spread footing foundation. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Table 5 lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes

Table 5: Typical Construction Equipment Maximum Noise Levels

Type of Equipment	Range of Maximum Sound Levels (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Bolt, Beranek & Newman, 1987. Noise Control for Buildings and Manufacturing Plants.

Measurements were taken during peak noise hour periods when traffic on surrounding roadways was free flowing. It should also be noted that while the recorded noise levels were documented in terms of L_{eq} , it is observed that daytime peak hour noise levels are typically equivalent to or slightly higher than the day/night average. Therefore, the results indicate that the existing noise environment is within the City's "conditionally acceptable" range for new residential land use development of 55 dBA to 65 dBA L_{dn} excavating machinery such as backhoes, bulldozers, draglines, and front loaders. Earth-moving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As previously stated, the proposed project would require demolition of existing structures, excavation for the subsurface parking garage, and construction of the residential building including a spread footing foundation. Pile driving is not expected to occur as part of construction for the proposed project. As shown in Table 5, the typical maximum noise level generated by backhoes on the project site is assumed to be 86 dBA L_{max} at 50 feet from the operating equipment. Assuming each piece of construction equipment operates at some distance apart from the other equipment, the worst-case combined noise level during the site preparation phase of construction would be 91 dBA L_{max} at a distance of 50 feet from an active construction area.

The closest sensitive receptors adjacent to the site include the single-family residences located approximately 60 feet south of the project site across Villa Street and the townhomes located approximately 60 feet west of the project site across Bush Street. At this distance, the closest receptors would be exposed to construction noise levels of up to 89.5 dBA L_{max} when demolition and construction activities occur along the nearest property boundary lines.

Due to the short-term nature of this construction-related impact, implementation of the following two-part mitigation measure would reduce construction related noise impacts to a less-than-significant level.

Mitigation Measure NOISE-1a: The project applicant shall comply with the regulations stipulated under Section 8.23 of the City Code. Section 8.23 of the City Code discusses regulations related to noise generated by construction and stipulates that no construction activity shall commence prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday. Additionally, no work shall be permitted on Saturdays, Sundays or holidays (unless prior written approval is granted by the building official). The term "construction activity" includes any physical activity on the construction site or in the staging area, including the delivery of materials.

Mitigation Measure NOISE-1b: The project applicant shall comply with the following construction noise attenuation measures:

- Notify future adjacent residents, if any, of planned construction activities, as well as any particularly noisy activity that would affect them for a given short period of time so they can plan their activities accordingly.
- Ensure that all diesel equipment is equipped with effective mufflers, in accordance with the manufacturer's specifications, and that the mufflers are in good repair.

- Use temporary noise barriers along the perimeter of the sites, to the maximum extent feasible during demolition and grading activities.
- Locate stationary noise-generating equipment such as generators and compressors as far as possible from the multi-family residential development property line.
- Locate any construction trailers or offices as far from the adjacent residential uses as possible.
- Construct portions of the project adjacent to future residential uses first, as applicable, to provide a noise barrier during the remainder of the construction period.
- Disclose anticipated construction and demolition activities to potential residents and buyers of new residential buildings so future occupants can plan their activities accordingly.

Traffic Noise Impacts. Implementation of the proposed project would result in a decrease in vehicle trips to and from the project site and subsequently would result in a decrease in traffic noise along access roads leading to the project site. Table 6 shows the background and background plus project, cumulative and cumulative plus project traffic noise levels for roadway segments in the project site vicinity. As shown in Table 6 the project would not generate enough traffic to create a perceptible change (at least 3 dBA) in traffic noise in the vicinity of the project site. A substantial long-term increase in ambient noise levels is not expected as a result of project implementation.

Table 6: Project Area Traffic Noise Levels

Roadway Segment	Baseline		Baseline Plus Project		Cumulative		Cumulative Plus Project	
	ADT ^a	LDN ^b	ADT ^a	LDN ^b	ADT ^a	LDN ^b	ADT ^a	LDN ^b
Evelyn Avenue	8,200	61.4	8,200	61.4	8,700	61.6	8,700	61.6
Villa Street	5,300	61.0	5,100	60.8	5,600	61.2	5,400	61.1
Bush Street	3,700	59.4	3,700	59.4	3,900	59.7	3,900	59.7
Calderon Avenue	2,900	57.3	2,900	57.3	3,100	57.6	3,100	57.6

^a Average Daily Trips.

^b Traffic noise level (dBA) 50 feet from roadway centerline of outermost travel lane.

Source: LSA Associates, Inc., October 2008.

As shown in Table 6, baseline plus project traffic noise levels could reach up to 61.4 dBA L_{dn} along roadway segments adjacent to the project site, while cumulative plus project traffic noise levels could reach up to 61.6 dBA L_{dn} along roadway segments adjacent to the project site. These roadway noise levels are in excess of City of Mountain View's "normally acceptable" level of 55 dBA L_{dn} for new residential development. In accordance with the Noise Element of the City's General Plan, in areas with noise levels within the City's "conditionally acceptable" range of 55 dBA to 65 dBA L_{dn} , construction of new residential units requires acoustic analysis to determine the insulation needed to maintain an indoor noise level of 45 dBA L_{dn} or to reduce exterior noise levels to below 55 dBA L_{dn} .

Based on the United States Environmental Protection Agency's (U.S. EPA) Protective Noise Levels,⁴¹ with a combination of walls, doors, and windows, standard construction for northern California

⁴¹ EPA 550/9-79-100, November 1978.

buildings would provide approximately 25 dBA in exterior to interior noise reduction with windows closed and 15 dBA with windows open. With windows open, the inhabitants would not meet the interior noise standard (i.e., $61.6 \text{ dBA} - 15 \text{ dBA} = 46.6 \text{ dBA}$). As a result, a form of mechanical ventilation, such as air conditioning systems, would be required to ensure that windows could remain closed for a prolonged period of time and maintain the interior noise level of 45 dBA L_{dn} (i.e., $61.6 \text{ dBA} - 25 \text{ dBA} = 36.6 \text{ dBA}$). Implementation of the following mitigation measure would reduce project-related traffic noise impacts to a less-than-significant level:

Mitigation Measure NOISE-2: Mechanical ventilation, such as air conditioning systems, or noise-attenuated passive ventilation shall be included in the building design to ensure that windows can remain closed for prolonged periods of time to meet the interior noise standard of 45 dBA L_{dn} and Uniform Building Code Requirements.

Railroad Noise Impacts. The Caltrain rail line passes through the City along the south side of Central Expressway within approximately 240 feet of the project site's northern boundary. Activity on the Caltrain rail lines effects the ambient noise environment along the railroad alignment. The Downtown Mountain View Caltrain and VTA Light Rail station is located immediately north of the project site across West Evelyn Avenue. On weekdays, the Caltrain line includes 98 commuter trains, for both the northbound and southbound directions. Of these 98 commuter trains, 22 are the Baby Bullet express trains and 48 are "limited stop" trains. Weekday trains pass through the City from approximately 5:00 a.m. to 1:00 a.m. On weekends, Caltrain runs 32 commuter trains, for both the northbound and southbound directions. On weekends, trains arrive around 7:00 a.m. and run until approximately 1:00 a.m.

Factors that influence the overall impact of railroad noise on adjacent uses include the distance of buildings from the tracks, the intermittent nature of train noise (engine, horns, tracks), and the lack of sound walls or other barriers between the tracks and adjacent uses.

The VTA Light Rail and Caltrain operate along the same rail line corridor. However, due to the smaller number of cars per train and the reduced traveling speeds, the noise levels from the VTA Light Rail are much less than those for the Caltrain operations. Therefore, the dominant noise source along this rail line is from Caltrain operations as quantified in the following discussion.

The existing noise levels from train activity along the Caltrain rail line in the City have been calculated using the Federal Transportation Administration (FTA) calculation guidelines in their publication *Transit Noise and Vibration Impact Assessment*.⁴² Assuming 98 train passings per day, each with four rail cars and one diesel powered locomotive, traveling at up to 70 miles per hour, the resulting noise level at 50 feet from the railroad centerline would be 83.1 dBA L_{dn} without warning horns, and with the train sounding their warning horns prior to passing at-grade railroad crossings would be 83.5 dBA L_{dn} .

The closest on-site residential land uses would be located approximately 250 feet from the nearest railroad track centerline. At this distance, railroad operational noise levels would attenuate due to geometric spreading to below 72.6 dBA and 73.0 dBA L_{dn} without and with warning horns

⁴² Federal Transit Administration, 2006. *Transit Noise and Vibration Impact Assessment*.

respectively. The nearest at-grade crossing is located over 1,100 feet northwest of the project site at Castro Street.

Interior Noise. As noted above, based on the U.S. EPA's Protective Noise Levels,⁴³ with a combination of walls, doors, and windows, standard construction for northern California buildings built to residential standards provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. However, even with windows closed, interior noise levels of the nearest proposed residential units to the railroad line would not meet the interior noise standard of 45 dBA L_{dn} (i.e., 73 dBA - 25 dBA = 48 dBA). Therefore, in addition to an alternative form of ventilation, such as air conditioning, that would allow windows to remain closed for prolonged periods of time, incorporation of upgraded window and wall assemblies with a minimum standard transmission class (STC) rating of STC-30 or better would help minimize railroad operational noise impacts to meet the interior noise level standard of 45 dBA L_{dn} (i.e., 73 dBA - 30 dBA = 43 dBA). Implementation of the following multi-part mitigation measure would reduce railroad noise impacts on sensitive receptors within the project to a less-than-significant level.

Mitigation Measure NOISE-3: To reduce railroad-related noise impacts, the following measures shall be implemented:

- Implement Mitigation Measure NOISE-2 and
- The developer shall incorporate upgraded window and wall assemblies with a minimum sound transmission class rating (STC) of STC-30 for all residential exterior facades within 500 feet of the railroad line in order to meet the City's interior noise level standard of 45 dBA L_{dn} .

Exterior Noise. The proposed public open space and recreational/outdoor active use areas would be sited within two private internal courtyards. This would provide a minimum 10 dBA reduction, reducing Caltrain operational noise levels in these outdoor active use areas to below 63 dBA L_{dn} . This is within the City's "conditionally acceptable" range for outdoor active use areas associated with new residential development.

The proposed decks and patios facing northeast (toward West Evelyn Avenue) with a direct line of sight of the railroad line would be exposed to the existing exterior or noise levels from railroad noise sources ranging up to 73.0 dBA L_{dn} similar to the existing single family residences along West Evelyn Avenue. The City considers outdoor environments with ambient noise levels between 65 dBA and 75 dBA to be "potentially unacceptable" for new residential development. The City considers these patio and decks as an important element of the plan for reasons such as articulation, visual interest, and ultimately, providing private usable deck space for residents. Due to the urban project location, the existing single family homes along West Evelyn Avenue with a similar condition and the goals of the General Plan achieved by locating housing near transit, the City considers the noise levels at the proposed decks and balconies in the direct line of sight to the train to be acceptable.

⁴³ EPA 550/9-79-100, November 1978.

b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? (Potentially Significant Unless Mitigation Incorporated)*

Construction activities, especially those associated with excavation or the use of impact equipment such as used in pile driving, are a known source of groundborne noise and vibration. While the project would include the use of heavy excavation equipment, the proposed project would not employ the use of pile driving (the project proposes a spread footing foundation design). Typical ground borne vibration levels measured at a distance of 50 feet from heavy construction equipment in full operation, such as vibratory rollers, range up to approximately 94 VdB.⁴⁴ These vibration levels would not be expected to cause damage to residential buildings of normal northern California construction. The closest sensitive receptors to the proposed construction areas include the single-family residences located approximately 60 feet south of the project site across Villa Street, and the townhomes located approximately 60 feet west of the project site across Bush Street. Therefore, groundborne noise and vibration impacts would be minimal and implementation of Mitigation Measures NOISE-1a and NOISE-1b would reduce these impacts to a less-than-significant level.

Railroad activity is another known source of ground borne vibration. According to the FTA, ground borne vibration and noise disturbance is usually contained to areas within about 100 feet of the railroad vibration source.⁴⁵ Since the nearest railroad track is located approximately 240 feet from the northern property boundary line, ground borne vibration and ground borne noise impacts resulting from railroad activity along this rail line would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less-than-Significant Impact)*

The proposed long-term use of this project site is residential land use. This land use would not generate additional ambient noise levels above those that already exist at the project site. The project would not generate enough traffic to create a perceptible change in traffic noise in the vicinity of the project site.

The City's Stationary Equipment Noise Ordinance restricts fixed equipment (such as HVAC systems, pool equipment pumps, and garage exhaust vents/fans) from exceeding 55 dBA when measured at any location on a neighboring residential property. Any plans submitted for a building permit must include documentation that proposed equipment meets this standard. Therefore, no substantial long-term increase in ambient noise levels is expected as a result of project implementation.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Potentially Significant Unless Mitigation Incorporated)*

Construction activities associated with implementation of the proposed project could temporarily increase ambient noise levels. Increased ambient noise levels would be intermittent and short term, and would not be considered significant. Additionally, implementation of Mitigation Measures NOISE-1a

⁴⁴ To distinguish noise levels from vibration levels, the unit is written as VdB.

⁴⁵ U.S. Department of Transportation, Federal Transit Administration, 1995. *Transit Noise and Vibration Impact Assessment*. April.

and NOISE-1b would ensure that construction related noise would result in less-than-significant impacts.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Less-than-Significant Impact)*

Moffett Federal Airfield is located 1.6 miles northeast of the project site and Palo Alto Airport is located approximately 5 miles northwest of the project site. Although the project would be located within 2 miles of the Moffett Federal Airfield, the project site lies outside of the 55 dBA CNEL noise contours of this airport. Therefore, implementation of the proposed project would not expose persons within the project site to excessive aircraft-related noise levels.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose persons on the project sites to excessive noise levels from a private airstrip.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less-than-Significant Impact)*

Implementation of the proposed project would directly induce population growth in Mountain View. Based on the City's estimated density for multi-family housing, the proposed project would result in

approximately 2.15 persons per dwelling unit,⁴⁶ the project would increase the local population by up to 458 persons. However, this population growth would not be considered substantial in the context of existing population in Mountain View. The anticipated population growth associated with the project represents less than 1 percent of the City's estimated 2009 (74,762) population.⁴⁷

The project's population generation would also be consistent with the City's projected growth. Mountain View's population is projected to increase to 76,100 persons in 2015, 80,200 in 2020, and 87,300 in 2030.⁴⁸ The project's anticipated population growth would represent approximately 3 percent of the City's anticipated growth between 2009 and 2030.

The project site, which is located across West Evelyn Avenue from the Caltrain and VTA train station and within walking distance of the Castro Street commercial corridor in downtown Mountain View, is an appropriate place for population growth.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The project site does not contain any housing or residential population. Therefore, implementation of the project would not displace housing or people. The project would increase the housing supply in Mountain View by up to 213 units.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)*

Please see XII.b.

⁴⁶ Turner, Alison, 2009. Senior Civil Engineer, City of Mountain View Public Works Department. Written communication with Nancy Minicucci, Community Development Department. July 28.

⁴⁷ California, State of, 2009. Department of Finance, Demographic Research Unit. E-1 Population Estimates for Cities, Counties, and the State with Annual Percentage Change – January 1, 2008 – 2009. Accessed December 16, 2009.

⁴⁸ Association of Bay Area Governments, 2009. *Projections and Priorities 2009: Building Momentum, San Francisco Bay Area Population, Household, and Job Forecasts*.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities? (Less-than-Significant Impact)*

The following section addresses the project's potential effects on fire service, police service, schools, and parks and other public facilities. Impacts to public services would occur if the project increased demand for services such that new or expanded facilities would be required, and these new facilities would themselves cause environmental impacts.

Fire. The Mountain View Fire Department would be the primary responder to emergency calls for fire and ambulance service on the project site. Implementation of the proposed project, which would redevelop the site and increase the local residential population, would incrementally increase demand for fire and emergency medical services. However, this increase would not require the construction of new fire fighting facilities, nor would it require new staffing in the Fire Department.⁴⁹ The project's impact upon fire and emergency medical services would be less than significant.

⁴⁹ McKenzie, Duncan, 2009. Incident Report Requests, Mountain View Fire Department. Personal communication with LSA Associates, Inc. June 4.

Police. The Mountain View Police Department provides police services to the project site. Development of the proposed project, which would redevelop the site and increase the local residential population, would incrementally increase demand for police services. However, this increase would not require the construction of a new police station, nor would it require new staffing in the Police Department.⁵⁰ The project's impact upon police services would be less than significant.

Schools. Students generated by the proposed project would attend elementary and middle school in the Mountain View-Whisman School District, and high school in the Mountain View/Los Altos Union High School District.

Based on the Mountain View-Los Altos Union High School District student generation formula of 0.046 students per household for multi-family developments, the proposed project would generate approximately 10 high school-age students, all of which would attend Mountain View High School. Mountain View High School has adequate capacity to accommodate students generated by the proposed project.⁵¹

Based on the Mountain View-Whisman School District student generation formula of 0.169 students per household for all residential development, the proposed project would generate 36 elementary and middle school-age students, who would attend Edith Landels Elementary and Graham Middle Schools. The Mountain View-Whisman School District has indicated that this number of new students could require the addition of new classrooms, depending upon their grade level.⁵²

Senate Bill 50 (SB50), which revised the existing limitation on developer fees for school facilities, was enacted as urgency legislation which became effective on November 4, 1998 as a result of the California voters approving a bond measure (Proposition 1A). SB50 established a 1998 base amount of allowable developer fees (Level One fee) for residential construction (subject to adjustment) and prohibits school districts, cities, and counties from imposing school impact mitigation fees or other requirements in excess or in addition to those provided in the statute.

Consistent with SB 50, developers must pay the required residential development fees to the Mountain View-Whisman School District (\$1.98 per square foot), and to the Mountain View-Los Altos Union High School District (\$0.99 per square foot).⁵³ These fees would be directed towards maintaining adequate service levels, which include incremental increases in school capacities. Implementation of this State fee system would ensure that any significant impacts to schools that could result from the proposed project would be offset by development fees, and in effect, reduce potential impacts to a less-than-significant level.

⁵⁰ Wylie, Elizabeth, 2009. Community Relations Manager, Mountain View Police Department. Personal communication with LSA Associates, Inc. June 4.

⁵¹ White, Joe, 2009. Associate Superintendent, Mountain View/Los Altos Union High School District. Personal communication with LSA Associates, Inc. June 10.

⁵² Goldman, Craig, 2009. Chief Financial Officer, Mountain View-Whisman School District. Personal communication with LSA Associates, Inc. July 7.

⁵³ Ibid.

Parks. Parks in the vicinity of the project site include the Willowgate Community Gardens, Mercy-Bush Park, Pioneer Park, and Eagle Park, all of which are located within or near downtown Mountain View. Other recreational opportunities in the area include Stevens Creek Trail, Shoreline Regional Park and the San Francisco Bay Trail, located at the northern edge of the City of Mountain View. Implementation of the proposed project could increase the use of these parks. However, this increase in use is not expected to adversely affect the physical conditions of local and regional open space areas or recreational facilities, or require the provision of new parks or facilities. In addition, private and common open space areas and recreational facilities to be provided as part of the proposed project would reduce the increase in demand for public parks and recreational facilities in Mountain View.

The City assesses a fee for new residential development through its Park Land Dedication Ordinance for the acquisition of new parkland. The fee is calculated by multiplying the acreage required per dwelling unit (0.0060 for high density housing) times the net number of dwelling units (213) times the fair market value per acre of land. A maximum credit of 50 percent of the value of the land may be given for the provision of on-site private open space. This fee would be calculated by the City and paid by the applicant as part of the entitlement process. Therefore, the project would not result in adverse impacts to parks.

Other Public Facilities. Implementation of the project could also increase demand for other public services, including libraries, community centers, and public health care facilities. The relatively small increased residential population that would result from the project is not expected to result in substantially increased usage of these facilities, such that new facilities would be needed to maintain service standards.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Less-than-Significant Impact)</i>				

As discussed in Section XIII, residents of the project site would be expected to use local parks and community facilities in Mountain View as well as regional recreational facilities. Although the project would incrementally increase use of these facilities, this increase in use is not expected to result in substantial physical deterioration of local parks, trails, and community centers.

In addition, the project's impact on local parks and community facilities would also be reduced by the provision of private open space on the project site and payment of the City's Park Land Dedication fee. As previously noted, each apartment unit would have a private deck or balcony for an average of 106 square feet of private open space per unit. Each of the two apartment complexes would be sited around an internal courtyard, which would provide a total of 47,438 square feet of passive and active open space for use by project residents. Open plazas, lawns, and seating areas would be located throughout these two courtyards. In addition, one of the courtyards would include a 2,590-square foot recreational building, barbeque area, and pool. The provision of the private open space described above would ensure that the project's impacts on local parks and recreational facilities would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less-than-Significant Impact)*

The proposed project includes the development of private open space and a recreational facility for use by residents on the project site. The project would not require the construction or expansion of existing public recreational facilities; therefore, development of the proposed project and associated recreational opportunities for use by project residents would not result in additional environmental effects beyond those described in this document.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

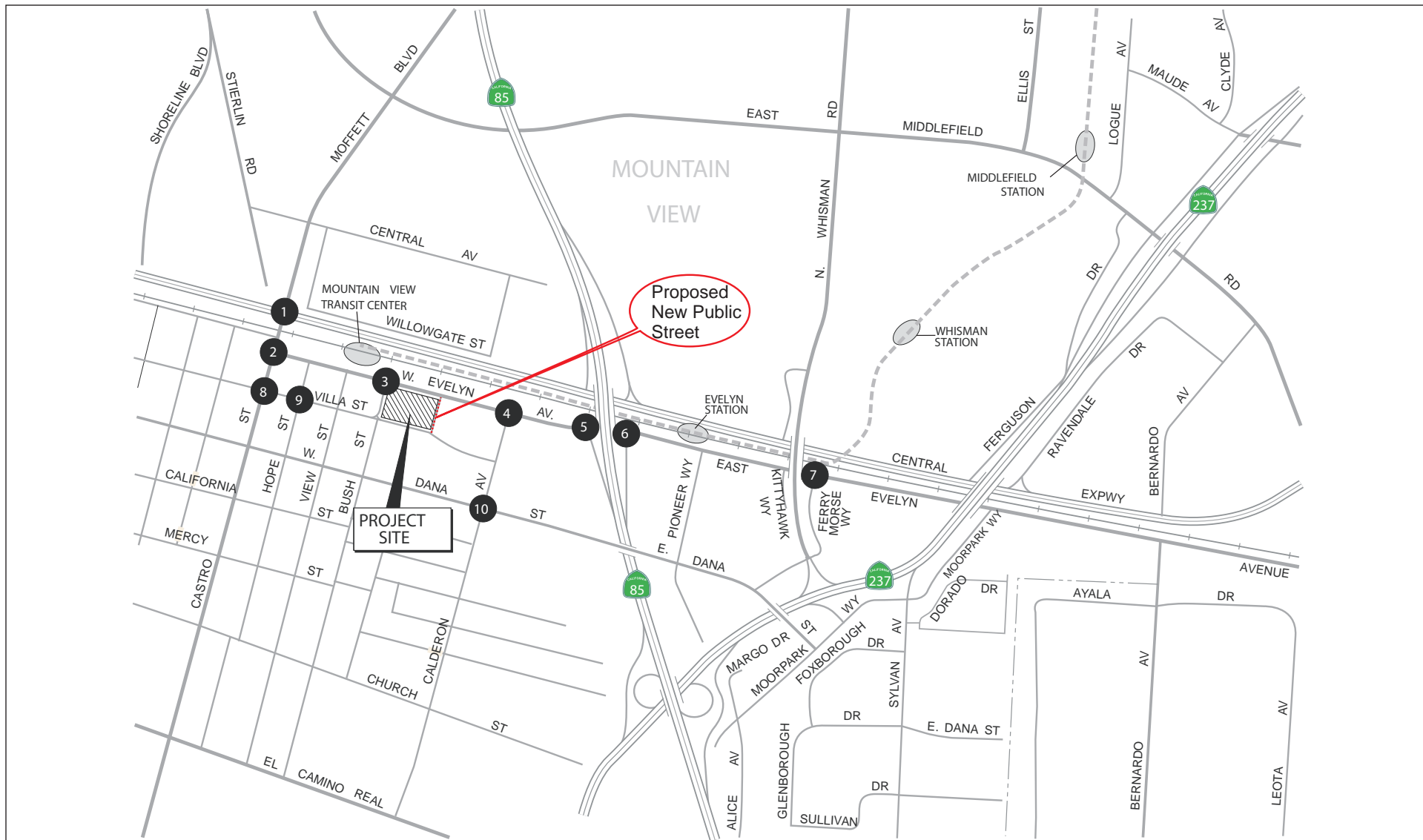
The following section is based on information provided in the *Traffic Impact Analysis* prepared for the proposed project and included as Appendix D of this report. The study evaluates the transportation impacts that would result from the proposed project, including impacts associated with traffic congestion, transit services, and pedestrian and bicycle circulation.

- a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Less-than-Significant Impact)*

Overview. The *Traffic Impact Analysis* prepared for the proposed project was conducted according to the requirements of the City of Mountain View and the Valley Transportation Authority (VTA). Based on consultation with City staff, a total of ten intersections within the vicinity of the project site that could be affected by project-related traffic were chosen for analysis. These intersections are listed below and are shown in Figure 10. The existing lane geometry and traffic control are shown in Figure 11. All but two of the study intersections are signalized, as noted below.

1. Central Expressway/Castro Street - Moffett Boulevard
2. Evelyn Avenue/Castro Street (unsignalized)
3. Evelyn Avenue/Bush Street
4. Evelyn Avenue/Calderon Avenue
5. Evelyn Avenue/SR-85 SB On-Ramp
6. Evelyn Avenue/SR-85 NB Off-Ramp
7. Evelyn Avenue/Ferry Morse Way
8. Villa Street/Castro Street
9. Villa Street/Hope Street (unsignalized)
10. Dana Street/Calderon Avenue

These intersections were evaluated under three different scenarios to determine the project's effects on level of service. These scenarios were identified to allow detailed analysis of the incremental effects of the proposed project on traffic conditions, and to allow a comparison of the traffic anticipated to be generated by the proposed project to the amount of traffic expected to be generated by entitled development. Each of these scenarios is described below:



LSA

FIGURE 10



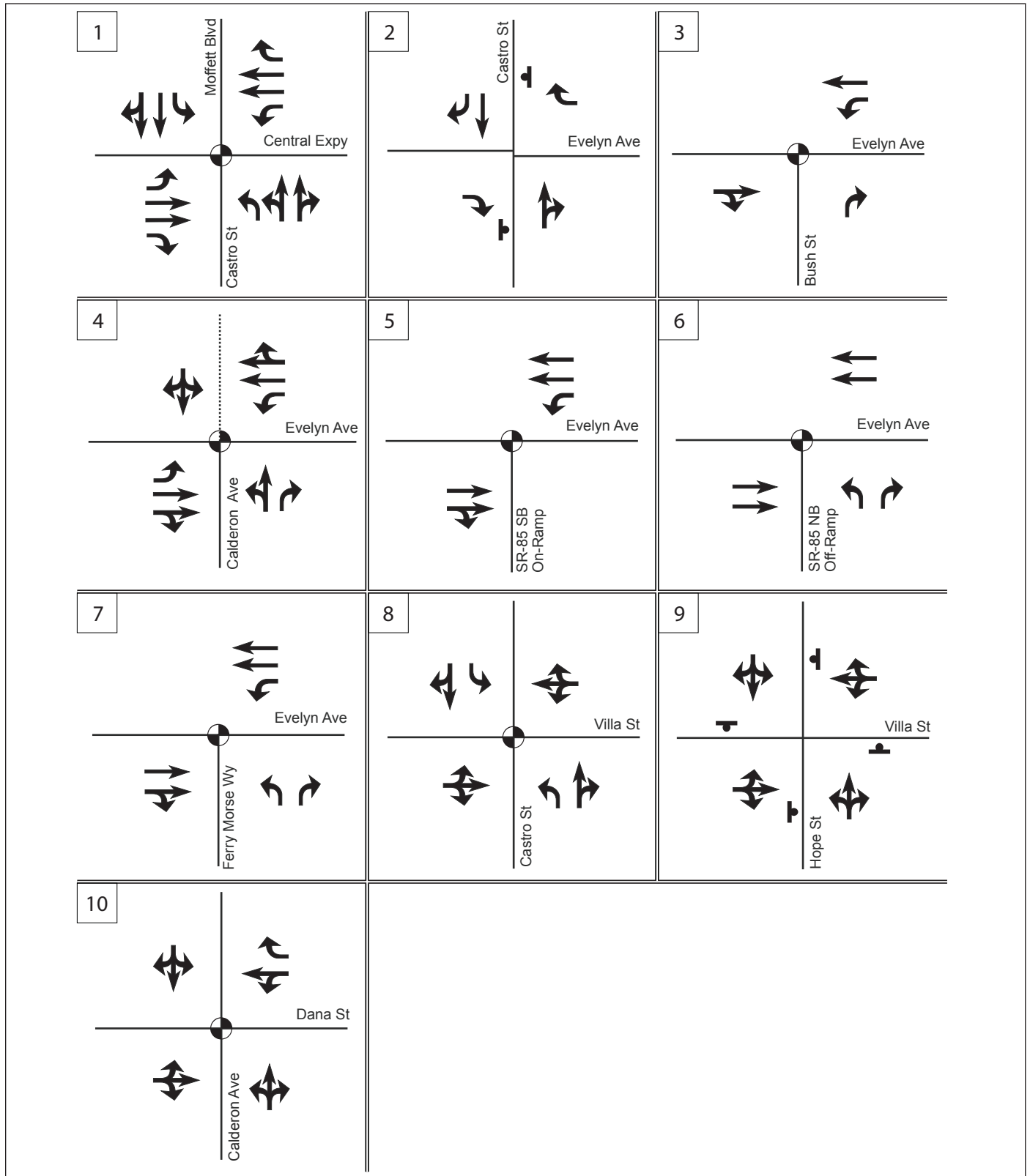
NOT TO SCALE

1 Study Intersection

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Study Area and Study Intersections*

SOURCE: AECOM, 2010

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LSA

FIGURE 11



Traffic Signal

Stop Sign

NOT TO SCALE

SOURCE: AECOM, 2009.

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*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Existing Intersection Lane Geometry*

- *Existing Conditions (2009)*. Existing conditions were established based on traffic counts collected between 2007 and 2009. Traffic counts were conducted at the 10 study intersections during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours.
- *Background Plus Project Condition (2009)*. The Background conditions include Existing conditions intersection operations as well as trips generated by approved by not yet completed projects, specifically a 151-unit townhouse development currently under construction in the vicinity of the project site, at 505 East Evelyn Avenue. Background Plus Project conditions include the trips that would be generated by the proposed project.
- *Cumulative Plus Project Conditions (2012)*. Cumulative conditions include an annual 2 percent growth rate over a 3 year period over Background conditions. Cumulative conditions also include trips that would be generated by the proposed Classic Communities project (209-405 West Evelyn Avenue), which would develop 67 residential units adjacent to the project site and the 100-200 West Evelyn Avenue project, which would increase the square footage of existing office uses in the vicinity of the site. Trips generated by the proposed project are added to the Cumulative conditions for the Cumulative Plus Project conditions.

Analysis Methodology. Traffic conditions within the study area are assessed through the evaluation of peak hour Levels of Service (LOS) at critical intersections. Level of service is generally a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. As shown in Table 7, levels of service range from LOS A (best operating conditions) to LOS F (worst operating conditions) for signalized and unsignalized intersections.

Table 7: Intersection Level of Service Definitions

Level of Service	Signalized Intersections Average Control Delay (seconds/vehicle)	Unsignalized Intersections Average Control Delay (seconds/vehicle)	Description
A	delay \leq 10.0	delay \leq 10.0	Little or no delay
B+	10.0 < delay \leq 12.0	10.0 < delay \leq 15.0	Short traffic delays
B	12.0 < delay \leq 18.0		
B-	18.0 < delay \leq 20.0		
C+	20.0 < delay \leq 23.0	15.0 < delay \leq 25.0	Average traffic delays
C	23.0 < delay \leq 32.0		
C-	32.0 < delay \leq 35.0		
D+	35.0 < delay \leq 39.0	25.0 < delay \leq 35.0	Long traffic delays
D	39.0 < delay \leq 51.0		
D-	51.0 < delay \leq 55.0		
E+	55.0 < delay \leq 60.0	35.0 < delay \leq 50.0	Very long traffic delays
E	60.0 < delay \leq 75.0		
E-	75.0 < delay \leq 80.0		
F	delay > 80.0	delay > 50.0	Extreme traffic delays with intersection capacity exceeded

Source: Traffic Level of Service Analysis Guidelines, VTA, June 2003 and Highway Capacity Manual, 2000.

For signalized intersections, the LOS analysis uses the methodology approved by the Santa Clara County Congestion Management Agency (CMA), which utilizes the 2000 Highway Capacity Manual average control delay level of service methodology. According to the VTA guidelines, TRAFFIX analysis software is used to calculate the average control delay at signalized intersections. Therefore,

for this analysis, the magnitude of average control delay determines LOS for each signalized study intersection.

There is no specific methodology for analyzing unsignalized intersections in the CMA's Congestion Management Program (CMP). For this analysis, the 2000 Highway Capacity Manual (HCM) methodology for unsignalized intersection (supported by TRAFFIX software) was used for the unsignalized intersection LOS calculations.

Significance Criteria. A significant project impact would occur if levels of service on local roadways would deteriorate below LOS D, or if a local intersection already operating at LOS E or F would deteriorate in the average control delay for the critical movements by 4 seconds or more, and the critical volume/capacity ratio (v/c) value to increase by 0.01 or more. For CMP designated intersections, a significant impact would occur if the intersection would deteriorate below LOS E.

Trip Generation. Average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*⁵⁴ were used to determine the number of trips for both existing and proposed project uses. For the residential units proposed for the project, average trip rates for Land Use 220 – Apartment were used to determine AM and PM peak hour project trips on adjacent roadways. A Transit Oriented Development (TOD) reduction of 9 percent is applied to the proposed residential use, while a 3 percent reduction is applied to existing office uses on the site.

Table 8: Net Trips Generated by Project

	Daily	AM			PM		
		Total Trips	In	Out	Total Trips	In	Out
Land Use 220 - Apartment	1,289	99	20	79	120	78	42
Existing Land Use	1,717	116	84	32	178	75	103
Net Trips Generated	-428	-17	-64	47	-58	3	-61

Source: AECOM, 2010.

Existing Conditions. The following section describes the existing traffic conditions in the vicinity of the study area, including the existing roadway network and traffic operations.

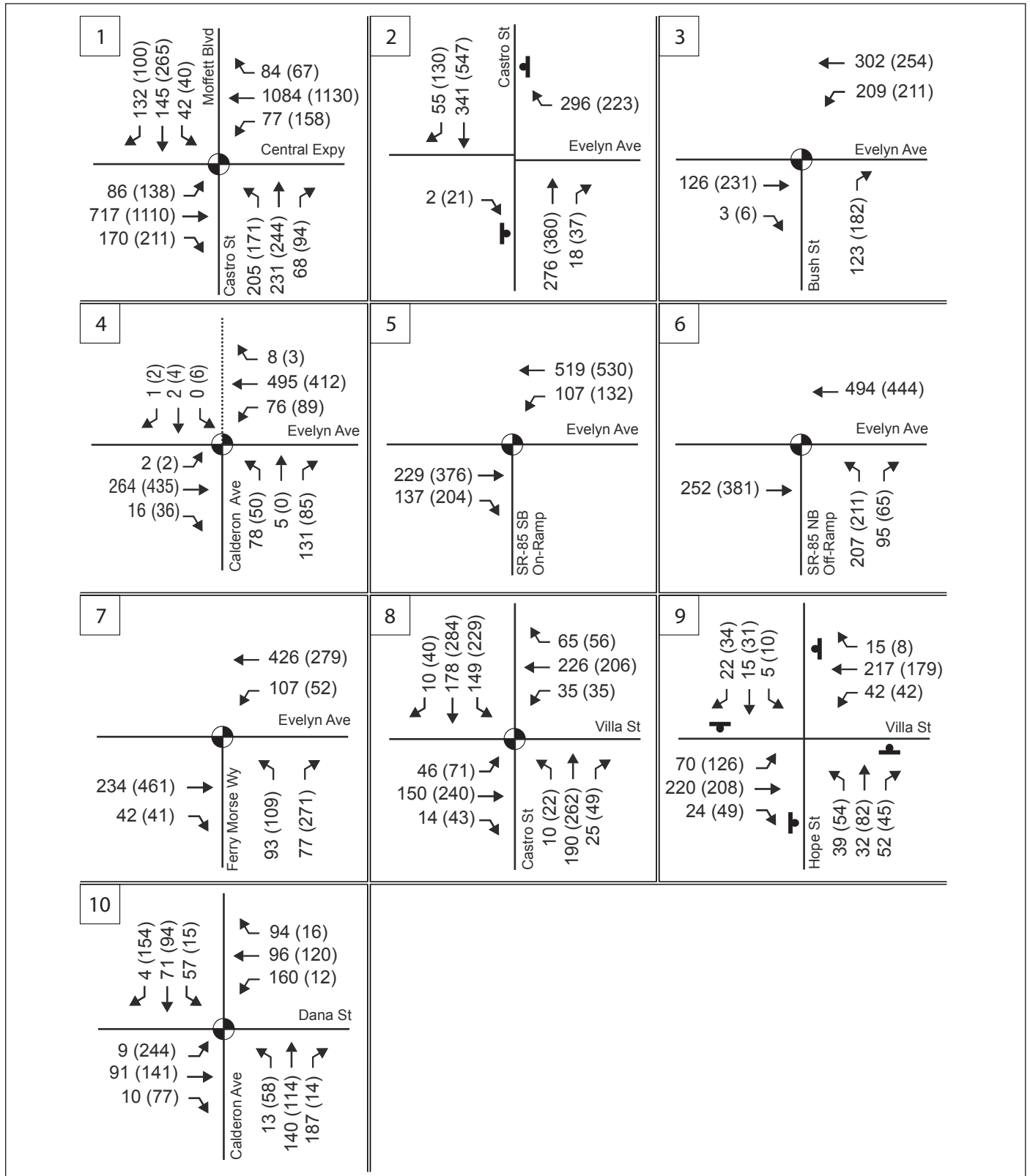
Existing Roadway Network. Regional access to the project site is provided by US 101, State Routes 85 and 237. Local access is provided by a number of arterial and collector streets. A description of key roadways in the project area is provided below.

- **US 101.** US 101 is primarily an eight-lane facility classified as a freeway, with a posted speed limit of 65 miles per hour (mph) in the vicinity of the site. It extends west towards San Francisco and east towards San Jose. Carpool lanes are provided in both directions with hours of use designated between 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. US 101 is under the jurisdiction of Caltrans with interchanges at Rengstorff Avenue, Shoreline Boulevard, SR 85, Moffett Boulevard and Ellis Street in the project vicinity.

⁵⁴ Institute of Transportation Engineers, 2008. Trip Generation Manual, 8th Edition.

- *State Route 85.* SR 85 is primarily a six-lane facility classified as a freeway with a posted speed limit of 65 mph in the project vicinity. Carpool lanes are provided in both directions with hours of use designated between 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. It begins at US 101, east of Shoreline Boulevard and extends south towards San Jose. It is under the jurisdiction of Caltrans with interchanges at US 101, Moffett Boulevard, Central Expressway, El Camino Real and SR 237 in the project vicinity.
- *State Route 237.* SR 237 is primarily a four-lane facility classified as a freeway with a posted speed limit of 55 mph in the project vicinity. It begins at the intersection of El Camino Real and Grant Road, east of the project site, and extends to Milpitas in the northeast. It is under the jurisdiction of Caltrans with interchanges at SR 85, Middlefield Road and Maude Avenue in the project vicinity.
- *Central Expressway.* The Central Expressway is primarily a four-lane facility classified as an expressway with a posted speed limit of 45 mph in the project vicinity. It begins at the City border near San Antonio Road and extends east towards Santa Clara. It is under the jurisdiction of Santa Clara County.
- *El Camino Real (SR 82).* El Camino Real is an arterial that runs east-west from San Francisco to San Jose, parallel to US 101. It is primarily a six-lane roadway within the study area with a posted speed limit between 35 and 40 mph. Major intersections along El Camino Real in the project vicinity are signal controlled.
- *Middlefield Road.* Middlefield Road is primarily a four-lane divided residential arterial in the City of Mountain View that runs east-west, parallel to and between US 101 and El Camino Real. Middlefield Road begins in Redwood City and ends at its intersection with Central Expressway, east of the project site. The major intersections along Middlefield Road are signalized.
- *Evelyn Avenue.* Evelyn Avenue is a two-lane undivided to four-lane divided residential arterial that runs east-west, parallel to and between US 101 and El Camino Real. It is adjacent to the proposed project site and serves as its primary access.
- *Castro Street/Moffett Boulevard.* In the project vicinity, Castro Street is a two-lane arterial that runs north-south with exclusive turning lanes at signalized intersections. It begins at the intersection with Miramonte Road, south of El Camino Real and changes to Moffett Boulevard north of Central Expressway. Castro Street is the main street in Mountain View downtown with commercial developments on both sides of the roadway.
- *Villa Street.* Villa Street is a two-lane undivided local access road that runs east-west, parallel to Evelyn Avenue. It is adjacent to the proposed project site and is a primary access to the project site.
- *Calderon Avenue.* Calderon Avenue is a two-lane undivided local access road that runs north-south, parallel to Castro Street. It is adjacent to the proposed project site and provides access to El Camino Real.

Existing Intersection Operations. Traffic counts were conducted at the 10 study intersections during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours. Figures 11 and 12 show the existing intersection lane geometry and traffic volumes, respectively. Existing operation of each study intersection is shown in Table 9. As shown, all study intersections currently operate at an acceptable LOS D or better.



LSA

FIGURE 12



Traffic Signal

Stop Sign

AM (PM) Peak Hour

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Existing Traffic Volumes*

SOURCE: AECOM, 2009.

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Table 9: Existing Intersection Levels of Service

Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1. Central Expressway/Castro Street - Moffett Boulevard ^a	D	43.2	0.679	49.3
	D	48.9	0.719	54.9
2. Evelyn Avenue/Castro Street	B	12.6	0.386	12.6
	B	12.7	0.324	12.7
3. Evelyn Avenue/Bush Street	B	14.5	0.300	20.0
	B	17.7	0.409	22.3
4. Evelyn Avenue/Calderon Avenue	B	16.0	0.256	14.0
	B	16.3	0.274	15.9
5. Evelyn Avenue/ SR-85 SB On-Ramp	A	5.5	0.172	11.1
	A	6.0	0.250	10.3
6. Evelyn Avenue/SR-85 NB Off-Ramp	B+	10.2	0.217	7.9
	A	10.0	0.181	6.5
7. Evelyn Avenue/Ferry Morse Way	B+	11.5	0.211	15.9
	B	14.4	0.377	16.3
8. Villa Street/Castro Street	B	17.2	0.449	19.7
	B-	19.0	0.581	22.5
9. Villa Street/Hope Street	B	10.7	0.416	10.7
	B	13.0	0.536	13.0
10. Dana Street/Calderon Avenue	B+	10.8	0.374	11.0
	B+	11.1	0.460	11.0

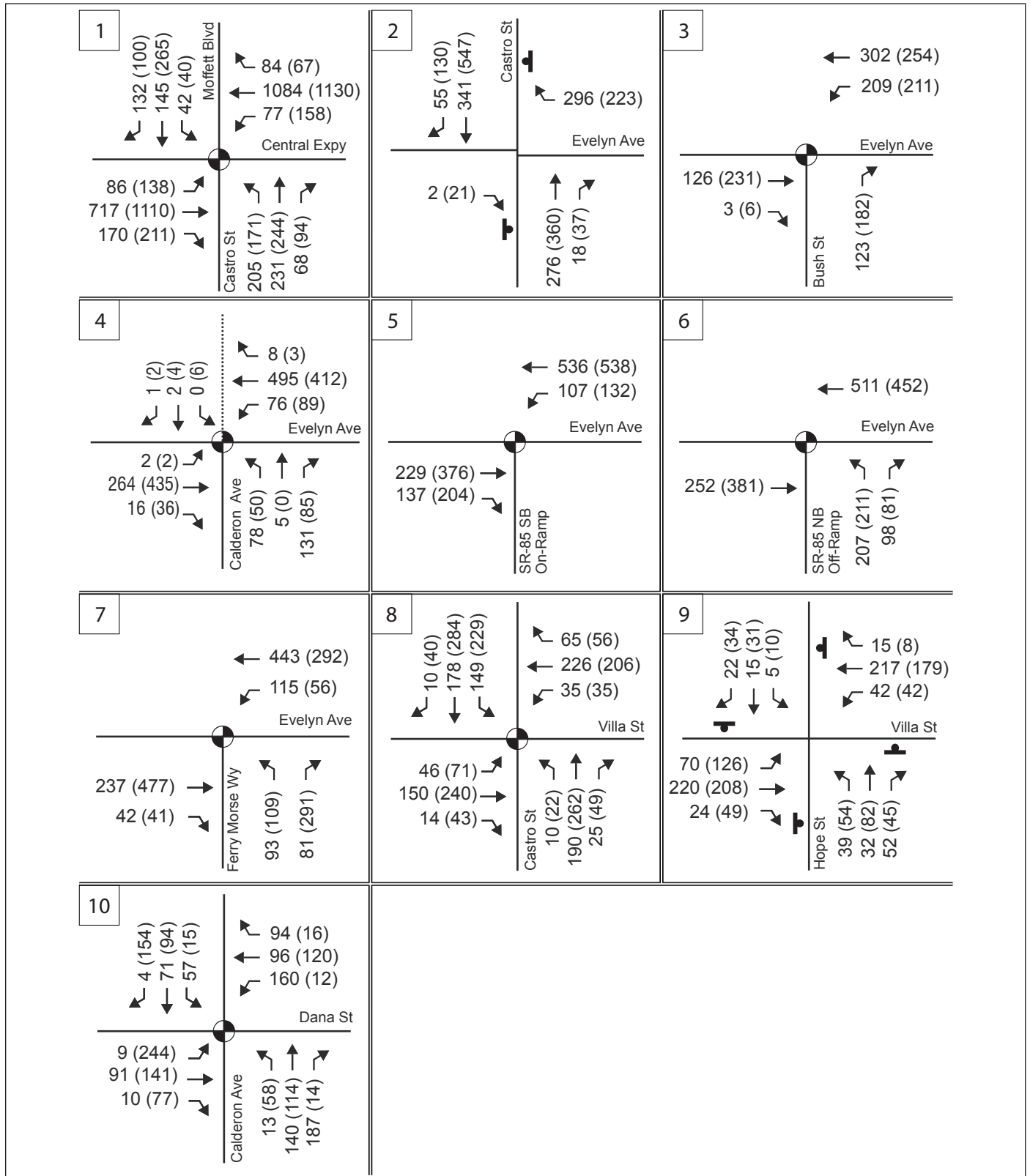
^a CMP intersection

Source: AECOM, 2010.

Background Plus Project Conditions. Background traffic volumes, which include approved but not yet completed projects added to the Existing conditions, are shown in Figure 13. As shown in Table 10, all study intersections operate at an acceptable LOS D or better under Background conditions.

Background Plus Project traffic volumes are shown in Figure 14. Table 10 shows a comparison of Background conditions to Background Plus Project conditions, which include the addition of project traffic. As shown, all study intersections would operate at an acceptable LOS D with the addition of project traffic in the Background condition. While the proposed project is expected to generate fewer net trips than the existing site uses, it would generate higher outbound trips in the AM peak hour and slightly higher trips in the PM peak hour (refer to Table 8). As such, some intersections would experience a slight increase in average delay. However, this increase is not substantial.

Operation of the West Evelyn Avenue and Villa Street intersections with the new public roadway to be developed as part of the proposed project was also considered under Background conditions. As shown in Table 11, the unsignalized intersections with the new public roadway would perform at LOS C or better during both the AM and PM peak hour. Therefore, based on the expected number of trips generated by the proposed project, the new public roadway would be adequate to serve the proposed project.



LSA

FIGURE 13



Traffic Signal

Stop Sign

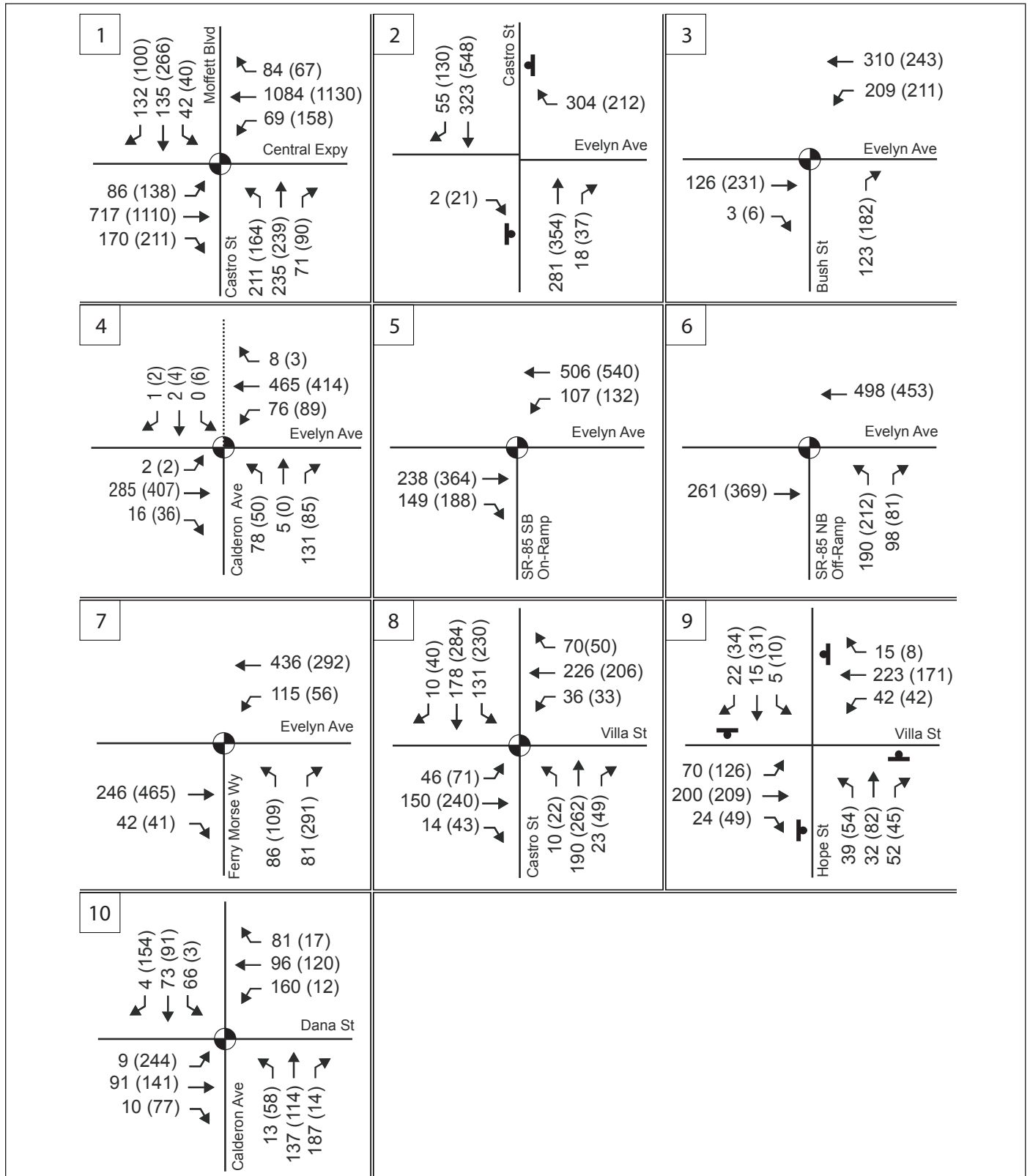
AM (PM) Peak Hour

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Background Traffic Volumes*

NOT TO SCALE

SOURCE: AECOM, 2009.

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LSA

FIGURE 14



Traffic Signal

Stop Sign

AM (PM) Peak Hour

Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
Background Plus Project Traffic Volumes

NOT TO SCALE

SOURCE: AECOM, 2009.

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Table 10: LOS and Delay Comparison – Background Conditions

Intersection	Background Conditions			Background Plus Project Conditions		
	LOS ^a (AM/ PM)	Average Delay ^a (sec)	Critical V/C	LOS (AM/ PM)	Average Delay (sec)	Critical V/C
1. Central Expressway/Castro Street -Moffett Boulevard ^b	D	43.2	0.679	D	43.2	0.680
	D	48.9	0.719	D	48.7	0.716
2. Evelyn Avenue/Castro Street	B	12.6	0.386	B	12.8	0.399
	B	12.7	0.324	B	12.4	0.305
3. Evelyn Avenue/Bush Street	B	14.5	0.300	B	14.4	0.300
	B	17.7	0.409	B	17.8	0.409
4. Evelyn Avenue/Calderon Avenue	B	16.0	0.256	B	16.4	0.243
	B	16.3	0.274	B	16.7	0.262
5. Evelyn Avenue/ SR-85 SB On-Ramp	A	6.0	0.183	A	6.2	0.191
	A	6.3	0.255	A	6.3	0.244
6. Evelyn Avenue/ SR-85 NB Off-Ramp	A	9.9	0.219	A	9.8	0.217
	B+	10.0 ^c	0.197	A	9.9	0.195
7. Evelyn Avenue/Ferry Morse Way	B+	11.4	0.223	B+	11.3	0.226
	B	14.7	0.393	B	14.7	0.391
8. Villa Street/Castro Street	B	17.2	0.449	B	16.8	0.439
	B	19.0	0.581	B	19.0	0.581
9. Villa Street/Hope Street	B	10.7	0.416	B	10.4	0.390
	B	13.0	0.536	B	13.0	0.535
10. Dana Street/Calderon Avenue	B+	10.8	0.374	B+	10.7	0.372
	B+	11.1	0.460	B+	11.0	0.457

^a LOS and delay reported for worst approach at unsignalized intersections^b CMP intersection^c Due to a rounding off error, the actual delay is higher than 10.0.

Source: AECOM, 2010.

Table 11: LOS and Delay for New Public Roadway – Background Conditions

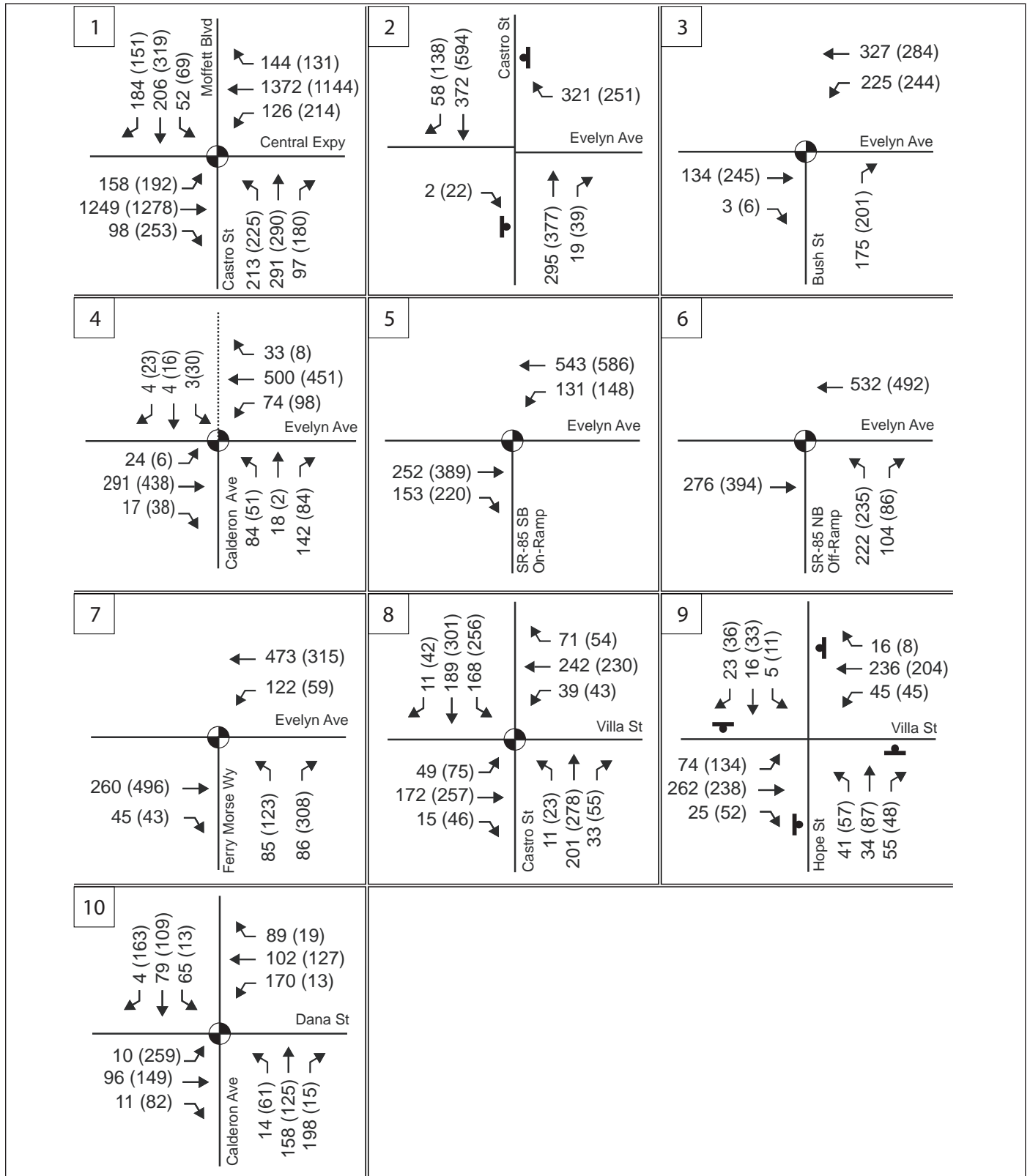
Intersection	LOS (AM/PM) ^a	Average Delay (sec) ^a	Critical V/C
1. New Street / Villa Street	B	12.0	0.159
	B	12.6	0.152
2. New Street / Evelyn Avenue	B	14.1	0.167
	C	15.4	0.153

^a LOS and delay reported for worst approach at unsignalized intersections

Source: AECOM, 2010

Cumulative Plus Project Conditions. Figure 15 shows cumulative traffic volumes for each study intersection. Figure 16 shows intersection traffic volumes under Cumulative conditions with the addition of project traffic. As shown in Table 12, all study intersections are expected to operate at LOS D or better under the Cumulative condition, including the Cumulative Plus Project condition. Similar to Background conditions, average delay at most intersections would be reduced with the proposed project as fewer AM and PM peak hour trips would be generated over existing site uses.

As shown in Table 13, similar to Background Plus Project conditions, the unsignalized intersections of the new public roadway would operate at LOS C or better during both the AM and PM peak hour under Cumulative Plus Project conditions.



LSA

FIGURE 15



NOT TO SCALE

Traffic Signal

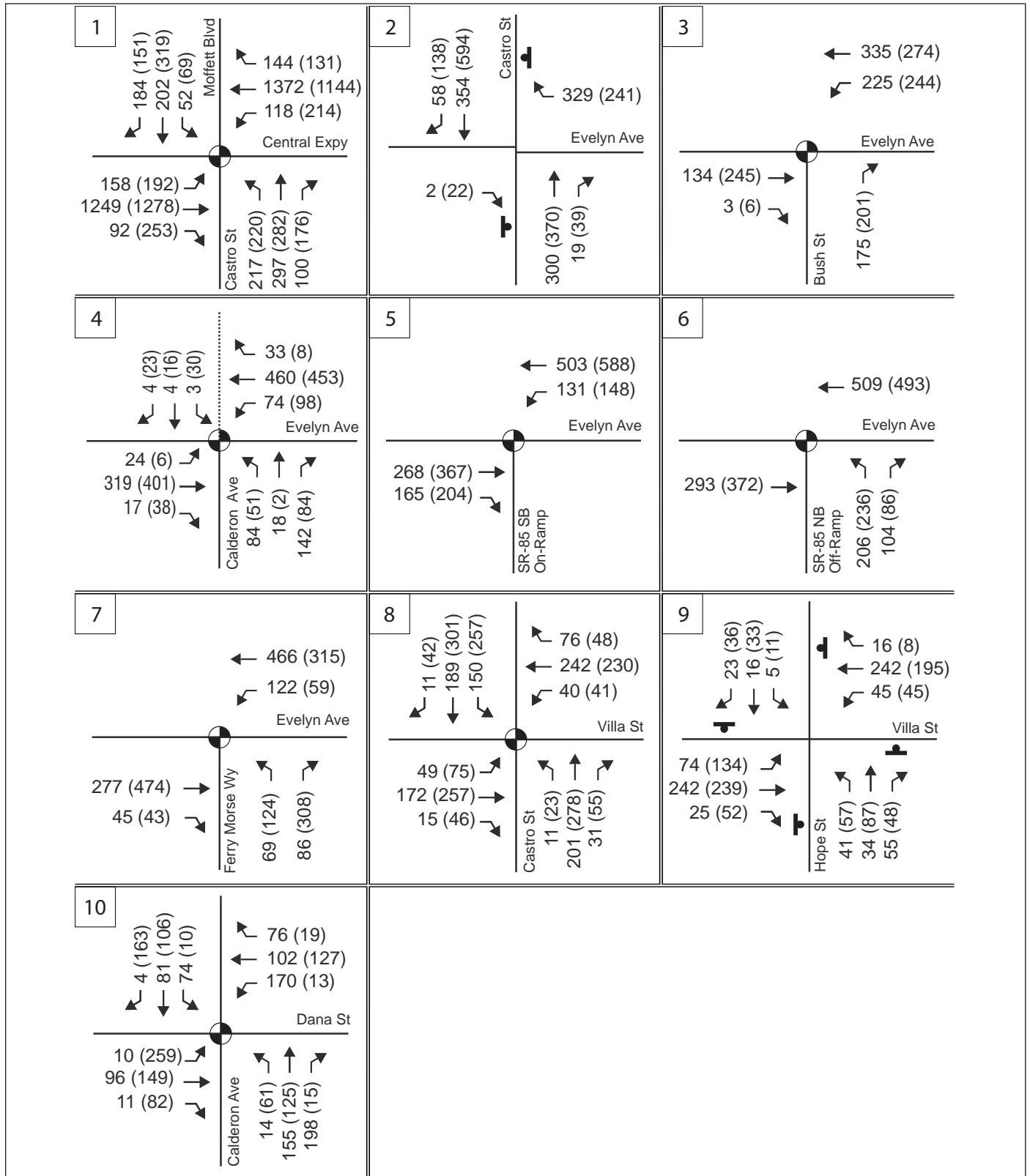
Stop Sign

AM (PM) Peak Hour

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
2012 Cumulative Traffic Volumes*

SOURCE: AECOM, 2010.

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LSA

FIGURE 16



NOT TO SCALE

Traffic Signal

Stop Sign

AM (PM) Peak Hour

*Prometheus Redevelopment Project at
421-455 West Evelyn Avenue IS/MND
2012 Cumulative Plus Project
Traffic Volumes*

SOURCE: AECOM, 2010.

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Table 12: LOS and Delay Comparison – Cumulative Conditions

Intersection	Cumulative Without Project			Cumulative With Project		
	LOS ^a (AM/ PM)	Average Delay ^a (sec)	Critical V/C	LOS (AM/ PM)	Average Delay (sec)	Critical V/C
1. Central Expressway/Castro Street - Moffett Boulevard ^b	D	44.4	0.722	D	44.5	0.723
	D	50.9	0.769	D	50.6	0.766
2. Evelyn Avenue/Castro Street	B	13.4	0.429	B	13.6	0.442
	B	13.5	0.372	B	13.2	0.354
3. Evelyn Avenue/Bush Street	B	16.0	0.350	B	16.0	0.35
	B-	18.2	0.425	B-	18.4	0.452
4. Evelyn Avenue/Calderon Avenue	B	16.6	0.288	B-	16.9	0.275
	B	17.0	0.281	B	17.3	0.269
5. Evelyn Avenue/ SR-85 SB On-Ramp	A	6.1	0.198	A	6.3	0.207
	A	6.3	0.268	A	6.3	0.257
6. Evelyn Avenue/ SR-85 NB Off-Ramp	B+	10.4	0.235	B+	10.0	0.228
	B+	10.3	0.210	B+	10.4	0.210
7. Evelyn Avenue/Ferry Morse Way	B+	11.5	0.237	B+	11.3	0.242
	B	14.9	0.418	B	14.9	0.411
8. Villa Street/Castro Street	B	17.6	0.490	B	17.2	0.481
	B-	12.7	0.607	B-	19.9	0.629
9. Villa Street/Hope Street	B	11.8	0.458	B	11.4	0.459
	B	14.9	0.607	B	14.9	0.606
10. Dana Street/Calderon Avenue	B+	10.9	0.403	B+	10.8	0.401
	B+	11.3	0.492	B+	11.3	0.488

^a LOS and delay reported for worst approach at unsignalized intersections^b CMP intersection

Source: AECOM, 2010.

Table 13: LOS and Delay for New Public Roadway – Cumulative Conditions

Intersection	LOS (AM/PM) ^a	Average Delay (sec) ^a	Critical V/C
1. New Street/Villa Street	B	12.7	0.180
	B	13.4	0.170
2. New Street/Evelyn Avenue	C	15.7	0.208
	C	18.1	0.204

^a LOS and delay reported for worst approach at unsignalized intersections

Source: AECOM, 2010

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (**Less-than-Significant Impact**)*

The VTA is responsible for ensuring local government conformance with the CMP, a program aimed at reducing regional traffic congestion. The CMP requires that each jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The VTA has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hours trips.

The Central Expressway/Castro Street – Moffett Boulevard intersection is the only CMP intersection within the project study area. As shown in Tables 10 and 12 in Section XV.a, this intersection would

operate at an acceptable LOS D under both Background Plus Project and Cumulative Plus Project conditions. Therefore, the proposed project would not exceed, either individually or cumulatively, the level of service standard established by the VTA.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (No Impact)*

Moffett Federal Airfield is located 1.6 miles northeast of the project site and Palo Alto Airport is located approximately 5 miles northwest of the project site. The proposed project would not result in the construction of buildings that would be sufficiently high enough or configured in a way that would affect air traffic patterns. Therefore, the proposed project would not result in a change or increase in air traffic patterns that would result in a substantial safety risk.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less-than-Significant Impact)*

The proposed project would provide one vehicular access to the subsurface parking garage, via the new public street that would connect West Evelyn Avenue and Villa Street. As such, motorists would be able to enter or exit at either West Evelyn Avenue or Villa Street. As discussed under Section XV.a, the unsignalized intersections at both ends of the new public roadway would operate at an acceptable level of service.

The parking stalls in the garage would be designed at a 90-degree angle with two-way aisles. The regular stalls would 18 feet deep and the aisles would be 24 feet wide. These meet the City's requirements and are considered adequate for safe operation. An assessment of the development's access performance shows that it would operate at LOS A under both the Background and Cumulative Conditions during the AM and PM peak hours. Therefore, for the reasons stated above, the proposed access is considered adequate to meet the expected usage.

All intersections along the new public street (including the garage access for this project) should be stop-controlled to minimize turning movement conflicts and enhance safety of the intersections. The adjacent housing project is also expected to propose garages for each residence directly off the new public street. Due to the presence of street parking acting as traffic calming features and the short distance of the new public street, speed along this street is expected to be low. Coupled with the stop controlled intersections, drivers along the new public street would be able to safely execute all turning movements.

The adjacent development would also construct two streets that would intersect the new public street north and south of the project's driveway. Both of these streets are likely to have very traffic volumes because they would serve approximately 63 single family homes. Since the adjacent development's streets would have direct access to West Evelyn Avenue and Calderon Avenue, most of the vehicles from this complex would travel to these major roadways and few vehicles would use the new public street. The distance between the centerline of the driveway and the centerline of the closest street in the adjacent development is approximately 25 feet. This offset of intersections could cause congestion on the new street if this street was expected to carry a high volume of traffic. However, most of the residents from both projects are likely to want to access West Evelyn Avenue and Calderon Avenue as these roadways lead to major arterials like El Camino Real and State Route 85. The new public street

between these offset intersections and Villa Street is likely to carry a low volume of traffic because it accesses Villa Street, which is a narrower and slower speed roadway. Therefore, there should not be a congestion issue on the new public street due to the offset intersections.

As shown in Figure 6, the proposed project includes an interim 24-foot-wide driveway. This interim access would not create a design hazard or incompatible use.

In addition, a section of West Evelyn Avenue, about 50 feet in length at the northwest corner of the project site, may be designated as a loading zone daily between 8:00 a.m. and 12:00 p.m. Approximately two street-level parking spaces would not be available during that time. Outside this time limit, the affected parking spaces would be available for use by anyone. As an alternative, a section of Villa Street, approximately mid-block of the project site, could be designated as a loading zone between 8:00 a.m. and 12:00 p.m. on a daily basis. Designating a loading zone for the proposed project during the morning period would not result in an adverse impact on the parking provision along West Evelyn Avenue; it would create a safer environment for the nearby residents and other road users by eliminating the concern that delivery trucks and moving vans would double park along the streets.

e) Result in inadequate emergency access? (Less-than-Significant Impact)

Emergency vehicle access to the project site would be available from existing surrounding roadways and the new public street, which would ultimately be 40 feet in width. The 24-foot wide interim driveway condition would provide adequate emergency vehicle access in the short-term. As part of the project's Building Permit, the City of Mountain View Fire Department would approve of the final site plan and provide the appropriate conditions of approval to ensure that adequate emergency access is provided.

f) Result in inadequate parking capacity? (Less-than-Significant Impact)

The proposed project would provide 301 standard parking spaces, including 9 ADA-accessible spaces and 46 guest spaces, and 12 additional tandem parking spaces, for a total of 313 parking spaces within the subsurface parking structure. The tandem parking spaces would be designated for use by residents of two-bedroom units. As shown in Table 14, the number of proposed parking spaces is higher than the Evelyn Avenue Corridor Precise Plan's requirement of 301 parking spaces, or 1 space per one-bedroom unit and 2 spaces per two-bedroom unit (with 15 percent of required parking spaces designated for guest parking). In comparison, the ITE Parking Generation Manual indicates that the proposed project would generate a parking demand of 1.4 spaces per unit, less than what is required by the Evelyn Avenue Corridor Precise Plan. The proposed project's parking supply would therefore exceed both the City's and ITE's parking requirements.

Table 14 Project Parking Provision Comparison

Land Use	Units/Size		Proposed Parking Supply	City Zoning Ordinance ^a		ITE Parking Generation ^b	
				Parking Supply Rate	Parking Supply	Parking Demand Rate	Parking Demand
Apartment	125	1-bedroom	301	1	125	1.4	175
	88	2-bedroom		2	176	1.4	123
Total	213		313		301		298

^a Parking requirement based on Evelyn Avenue Corridor Precise Plan, 2004.

^b Parking demand based on Land Use 221, ITE Parking Generation 3rd edition, 2004.

Source: AECOM Transportation, 2010.

The parking analysis for the proposed project includes a two-part comprehensive parking survey, consisting of a license plate survey that looked at the length of time each vehicle remained parked along various roadway segments in the vicinity of the site and a survey to determine the parked vehicle occupancy rate at residential developments similar to the proposed project. The *Traffic Impact Analysis* (see Appendix D) includes the detailed findings of these studies, which are summarized below.

- *License Plate Survey.* Several roadway sections around the project site were selected to evaluate existing parking conditions. Hourly license plate data was collected from 6:00 a.m. to 9:00 p.m. along the surveyed streets on Wednesday and Saturday. Parking occupancy along the surveyed roadways varied from 42 percent at 6:00 a.m. to 72 percent at 1:00 p.m. on weekdays and from 34 percent at 10 a.m. to 49 percent at 8:00 p.m. on the weekend. Based on how the vehicles were parked, the condition of the vehicles and the observation that drivers entered the residences along most of these streets, the majority of the vehicles that were parked for more than eight hours either belonged to residents of the street or their guests. Overall, the survey results indicate that there is on-street parking capacity within the study area.
- *Residential Complex Occupancy Survey.* Six residential developments similar to the proposed project (i.e., market-rate apartment complexes close to transit) were surveyed to evaluate their parking occupancy. On average, 1.7 parking spaces are provided per dwelling unit. Parking occupancy rates ranged from 26 to 76 percent, depending on the time of day, indicating that the parking supply was more than adequate to meet the demand. Based on the results of the survey, when the proposed project is 100 percent occupied, the expected garage usage is approximately 97.7 percent. Therefore, the proposed project would provide an adequate number of parking spaces in the parking garage, which should reduce the possibility of project residents parking on the adjacent streets due to insufficient parking.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Less-than-Significant Impact)*

The City of Mountain View General Plan contains several policies that support the provision and use of alternative modes of transportation. This section discusses potential impacts to the alternative transportation systems. The project would have a significant impact if it generated pedestrian, bicycle, or transit travel demand that could not be accommodated by existing facilities, or those proposed by the project.

Transit Systems. The project site is located approximately 300 yards from the City of Mountain View Downtown Transit Station. The station is served by VTA buses and light rail trains as well as Caltrain. The station serves as the terminus for the Mountain View/Winchester Light Rail line. While the VTA transit services provide for the local transportation needs of the City, Caltrain provides regional transit services between San Francisco and Gilroy. There are 43 Caltrain trains in each direction on weekdays and 16 in each direction on the weekends.

There are four VTA bus routes that serve the Downtown Transit Station: San Antonio Shopping Center/Downtown Transit Station (Route 34); Stanford Chopping Center/Downtown Transit Station (Route 35); De Anza College to Moffett Field/Ames Center (Route 51); and the Downtown Transit Station/Foothill College (Route 52). In addition, Routes 51 and 52 connect with Route 22 and Route 522 that run the entire length of El Camino Real in Santa Clara County.

The Downtown Transit Station will continue to serve as an important transportation hub for the City as well as other cities on the Peninsula and South Bay regions. The proposed project would not adversely affect the transit network within the study area as all study intersections would operate at acceptable levels of service. Furthermore, based on observations of the existing transit facilities in the area and their ridership levels, these systems have the capacity to accommodate the increased ridership that may be generated by proposed project.

Pedestrian and Bicycle Facilities. Because of the site's proximity to Castro Street and the Downtown Transit Station, pedestrian activity is prevalent in the study area. In the vicinity of the site, sidewalks are provided on both sides of West Evelyn Avenue, Villa Street, Calderon Avenue, and Bush Street. Most streets in the study area have sidewalks on both sides of the street, with the exception of West Evelyn Avenue, east of Calderon Avenue. All signalized intersections within the study area have pedestrian crosswalks and pedestrian signals, although some do not have crosswalks on all approaches. As part of the proposed project, sidewalks surrounding the site would be improved and enhanced with streetscape. Pedestrian access to the residential development and through the site would be provided by several street-level entrances. The proposed project would enhance the pedestrian environment and access in the vicinity of the site.

The site is located less than a ¼ mile west of the Mountain View Stevens Creek Trail, a Class I bicycle facility that parallels SR 85. This is a popular trail and, as such, cyclists are common in the vicinity. Within the vicinity of the site Class II bicycle facilities are provided along West Evelyn Avenue between Castro Street and Bernardo Street in the City of Sunnyvale. Class II facilities are also provided along portions of Calderon Avenue and Dana Street. Secure bicycle storage is provided at the Downtown Transit Station and throughout various locations in Downtown Mountain View. Bike racks can be found on each block along Castro Street and lockers are provided in many public parking areas.

The City requires 1 bicycle parking space for every unit, plus 1 guest space for every 10 units. Therefore, the minimum number of bicycle parking spaces required for the development is 235 spaces. A total of 235 bicycle parking spaces (213 garage and 22 street spaces) would be provided within the garage and at-grade, which meets the number of spaces required by the City. Given the project's proximity to the Downtown, it is envisioned that cycling activity would increase due to the project. However, there is sufficient capacity on the various classes of bike facilities as well as bike storage facilities in the vicinity to accommodate the increase.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Less-than-Significant Impact)</i>				

Wastewater flows from the City of Mountain View are treated at the Palo Alto Regional Water Quality Control Plant (PARWQCP), which the City of Palo Alto operates. The PARWQCP provides a high level of wastewater treatment (tertiary treatment) that includes filtration and disinfection. The plant's maximum dry weather capacity is 39 million gallons per day (mgd), and its wet weather capacity is 80 mgd. The City of Mountain View is permitted to discharge up to 15.1 mgd, and currently generates 9.1 million mgd, or approximately 60 percent of its permitted capacity. According to the City's 2005 Urban Water Management Plan, the Mountain View's wastewater flows are projected to increase to 11.0 mgd by 2025.⁵⁵

⁵⁵ Mountain View, City of, 2005. *Urban Water Management Plan*. November 15.

For the purposes of this analysis, existing wastewater generation is assumed to be approximately 90 percent of water usage (the 10 percent differential includes consumed water and water used for irrigation). As discussed in XVI.d, below, existing water demand on the site is approximately 1,840 gallons per day (gpd); therefore wastewater generation is estimated at 1,656 gpd. For multi-family developments, the City uses a wastewater generation rate of 70 gpd per person; therefore, assuming 2.15 persons per unit, the 213-unit development would result in a wastewater generation rate of 32,057 gpd, or 30,401 gpd (0.03 mgd) over existing uses. This increase would constitute less than 1 percent of the City's total permitted wastewater flows to the PARWQCP, and would not cause the City to exceed this permitted amount. In addition, the project could be served by existing wastewater lines and would not require the construction of new wastewater treatment facilities or the expansion of existing ones. Therefore, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB).

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Potentially Significant Unless Mitigation Incorporated)*

Water. The following describes existing water treatment and water infrastructure serving the project site, and discusses the project's potential impacts on those facilities.

Water Treatment. The City of Mountain View receives approximately 90 percent of its potable water from the San Francisco Public Utilities Commission (SFPUC), and the remaining 10 percent is provided by the Santa Clara Valley Water District (SCVWD); however, water distribution to the project site originates from the SFPUC.⁵⁶ The majority of the SFPUC's water supply comes from in the upper Tuolumne River watershed, high in the Sierra Nevada, remote from human development and pollution. The California Public Health Department has determined that this water is exempt from certain standard filtration requirements due to its relative purity.⁵⁷ Hetch Hetchy water is protected in pipes and tunnels as it is conveyed to the Bay Area, requiring only primary disinfection and pH adjustment to control for corrosion in the pipelines. Small amounts of local water may be blended with Hetch Hetchy water. Water from the Alameda watershed is treated at the Sunol Valley Water Treatment Plant in Sunol, while water from the Peninsula Watershed is treated at the Harry Tracy Water Treatment Plant in San Bruno. The SFPUC is currently engaged in a system-wide Water System Improvement Program (WSIP) to repair, upgrade, and retrofit existing water delivery infrastructure, most of which was built in the early to mid 1900s.⁵⁸ Other water sources for the City of Mountain View include seven local groundwater wells; however, as previously noted, water distribution to the project site originates from the SFPUC. Portions of the City are also served by California Water Service. The proposed project would result in minimal demand for water treatment when compared to existing conditions (please refer to Section XVI.d for a discussion of potable water demand), and would not require the construction or expansion of new water treatment facilities.

Water Distribution. The City of Mountain View owns and maintains existing potable water infrastructure in the project area. Infrastructure immediately bordering the project site includes: a 16-

⁵⁶ Mountain View, City of, 2005. op. cit.

⁵⁷ San Francisco Public Utilities Commission, 2007. *2006 SFPUC Water Quality Report*. June 13.

⁵⁸ San Francisco Public Utilities Commission website: www.sfwater.org.

inch water line and a 12-inch water line at West Evelyn Avenue, north of the site; a 6-inch water line at Bush Street, west of the site; and an 8-inch water line at Villa Street, south of the site. Water service connections to these lines from within the project site currently exist. Because of the substantial increase in density and intensity of use on the site, the existing water infrastructure within the vicinity may not be adequately sized to serve the increase in water demand from the proposed development. Therefore, the following mitigation measure shall be implemented to ensure that water infrastructure within the vicinity of the site would adequately serve the proposed project.

Mitigation Measure UTL-1: As a condition of project approval, the applicant shall prepare a detailed water pipe hydraulic flow analysis, to be submitted to the Mountain View Public Works Department, to determine whether the existing water distribution system is properly sized to meet the projected new water demands on the project site. The applicant would be responsible for constructing and financing of new or upgraded infrastructure required to serve the proposed project.

Sanitary Sewer. The City owns and maintains sanitary sewer lines in the project area. Infrastructure immediately bordering the site includes: an 8-inch sewer line connected to a 6-inch connected parallel sewer line at West Evelyn Avenue, north of the site; an 8-inch sewer line at Bush Street, west of the site; and an 8-inch sewer line at Villa Street, south of the site. Lateral connections to these lines from within the project site currently exist. Because of the substantial increase in density and intensity of use on the site, the existing sewer infrastructure within the vicinity may not be adequately sized to serve the increase in wastewater generated by the proposed development. Therefore, the following mitigation measure shall be implemented to ensure that sewer infrastructure within the vicinity of the site would adequately serve the proposed project.

Mitigation Measure UTL-2: As a condition of project approval, the applicant shall prepare a sewer flow projection study and a hydraulic capacity study, to be submitted to the City of Mountain View Public Works Department for review, to verify that the existing sewer system is properly sized to meet the projected increase in wastewater generation on the project site. The studies shall show the new connecting points to the existing sewers and model the estimated flows and peaking factors, as they relate to the changes in land use for the proposed project. The applicant would be responsible for constructing and financing of new or upgraded infrastructure required to serve the proposed project.

As previously noted in Section XVI.a, the proposed project would not exceed the capacity of the PARWQCP; therefore, new or expanded wastewater treatment facilities would not be required to serve the proposed project.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
(Potentially Significant Unless Mitigation Incorporated)

Please see Section VIII.e for a discussion of storm water drainage facilities. Implementation of Mitigation Measure HYD-2 would ensure that potential impacts to the storm drainage system would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Potentially Significant Unless Mitigation Incorporated)*

According to the City's 2005 Urban Water Management Plan, Mountain View's current water demand is approximately 12.2 mgd. As previously noted, SFPUC provides approximately 11.3 mgd of this total (out of a supply assurance of 13.46 mgd), or 90 percent of the City's total demand. SCVWD provides 1.2 mgd (out of a supply assurance of 2.0 mgd), or 9 percent of the City's total demand. The remaining 1 percent of the City's supply is provided by local wells. The Urban Water Management Plan finds that the City will have adequate water supplies through 2030 based on projected growth for this period.⁵⁹

Based on water meter readings collected at the project site in the year 2008, existing water demand at the site is approximately 1,840 gpd.⁶⁰ The City uses a water demand rate of 83 gpd per person for multi-family uses. Based on an occupancy rate of 2.15 persons per unit, the proposed 213-unit complex would generate a water demand rate of 38,014 gpd, increasing water demand on the site by 36,174 gpd (0.04 mgd) over existing uses. This increase would represent less than 1 percent of the City's existing water demand, and would not cause the City to exceed existing entitlements. However, to ensure that the increased demand for potable water supplied to the project is reduced to a less-than-significant level, the following three-part mitigation measures shall be implemented.

Mitigation Measure UTL-3a: The proposed project shall implement water conservation and drought contingency planning as required by the City of Mountain View and current State law to reduce the use of potable water on the project site. The project applicant shall prepare and submit the final landscape plan, including water conservation targets and drought contingency measures, to the Public Works Department for review and approval prior to issuance of a building permit.

Mitigation Measure UTL-3b: The proposed project shall be subject to avoidance measures including the use of drought tolerant plants, water efficient technologies, and landscaping that is tolerant to recycled water quality, in compliance with the City's Landscape Guidelines and zoning regulations.

Mitigation Measure UTL-3c: The proposed project shall conform to the City's Model Landscape Ordinance.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Less-than-Significant Impact)*

Please refer to Section XVI.a. for a discussion of wastewater treatment facilities. The proposed project would not exceed the capacity of the PARWQCP.

⁵⁹ Mountain View, City of, 2005. op. cit.

⁶⁰ 455 Evelyn Meter Reads, CCF. January 1999 – June 2009.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Less-than-Significant Impact)*

Foothill Disposal (a division of Norcal Waste Systems, Inc.) provides solid waste and recycling services to the City of Mountain View under a contract that expires in 2013. These services include curbside garbage, recycling, and yard trimmings curbside pickup for homes, businesses, and schools. Foothill Disposal transports all collected materials to the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station) at 301 Carl Road in Sunnyvale, a materials recovery and refuse transfer facility that the City of Mountain View shares with Sunnyvale and Palo Alto. The SMaRT Station processes Mountain View's residential and commercial garbage, yard trimmings, and recyclables, and also accepts these items if they are self-hauled to the facility from local residents or businesses. Residents are also permitted to drop off electronic waste at the SMaRT Station; all other household hazardous waste is disposed at the Santa Clara County Household Hazardous Waste Facility.⁶¹ Non-recyclable waste from the SMaRT Station is transported to the Kirby Canyon Landfill in San Jose.

The California Integrated Waste Management Board (CIWMB) estimates waste generation of 2.5 pounds per 100 square feet per day for commercial retail.⁶² Based on this rate, existing uses on the site generate approximately 0.59 tons of waste per day. The CIWMB estimates waste generation of 4 pounds per dwelling unit per day for multifamily residential uses⁶³ and 7 pounds per 100 square feet per day for public/institutional uses (for the community building).⁶⁴ Based on this rate, the proposed project would generate approximately 0.51 tons of waste per day. Overall, the project would increase waste generation on the site by 0.08 tons (180 pounds) of waste per day. The daily permitted throughput of the Kirby Canyon Landfill is 2,600 tons per day, and 57.3 percent of the landfill's total capacity of 36,400,000 cubic yards has been used.⁶⁵ The proposed project would generate less than 1 percent of the permitted daily throughput at Kirby Canyon Landfill. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the solid waste generated from the project.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste? (Less-than-Significant Impact)*

The proposed project would be required to comply with federal, State, and local waste reduction and recycling regulations, particularly those contained in the California Integrated Waste Management Act (AB 939) and Chapter 16, Article III of the Municipal Code, Construction and Demolition Debris Diversion, which requires at least 50 percent of the waste of the construction and demolition of the

⁶¹ Mountain View, City of, 2009. Garbage and Recycling Programs website: www.mountainview.gov/city_hall/public_works/garbage_and_recycling/. Accessed March 1.

⁶² California Integrated Waste Management Board, 2009. Estimated Solid Waste Generation Rates for Commercial Establishments. www.ciwmb.ca.gov/WasteChar/WasteGenRates/Commercial.htm. Accessed June 9.

⁶³ California Integrated Waste Management Board, 2009. Estimated Solid Waste Generation Rates for Residential Developments. www.ciwmb.ca.gov/WasteChar/WasteGenRates/Residential.htm. Accessed June 9.

⁶⁴ California Integrated Waste Management Board, 2009. Estimated Solid Waste Generation Rates for Institutions. www.ciwmb.ca.gov/WasteChar/WasteGenRates/Institution.htm. Accessed June 9.

⁶⁵ California Integrated Waste Management Board, 2009. *Active Landfills Profile for Kirby Canyon Recycle & Disposal Facility*. Website: www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=43&FACID=43-AN-0008. Accessed June 9.

proposed project to be recycled or otherwise diverted from disposal in a landfill.⁶⁶ The City is currently meeting this goal.⁶⁷ In addition, as noted in XVI.f, the amount of operational solid waste generated by the proposed project would not exceed the capacity of any the landfills that would serve the proposed project. The increase in solid waste from implementation of the proposed project could be accommodated by the existing landfills' permitted capacities and would thus constitute a less-than-significant impact. Therefore, the project would not be expected to conflict with applicable solid waste regulations.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? (Potentially Significant Unless Mitigation Incorporated)</i>				

Development of the proposed project could adversely affect protected wildlife habitats. However, implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that potential impacts to

⁶⁶ Mountain View, City of, 2009. *Code of Ordinances, City of Mountain View, California*. Website: www.municode.com/Resources/gateway.asp?pid=16508&sid=5. Accessed June 9.

⁶⁷ Topley, Lori, 2009. Solid Waste Program Manager, City of Mountain View Public Works Department. Written communication with Nancy Minicucci, Community Development Department. July 28.

nesting birds and heritage trees would be reduced to a less-than-significant level. Implementation of Mitigation Measures CULT-1a, CULT-1b, CULT-2a, CULT-2b, CULT-3a, and CULT-3b would ensure that potential impacts to cultural resources would be reduced to a less-than-significant level. Implementation of Mitigation Measure GEO-1 would ensure that potential impacts related to geology and soils would be reduced to a less-than-significant level. Implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 would ensure that potential impacts related to hazards and hazardous materials would be reduced to a less-than-significant level. Implementation of Mitigation Measures HYD-1a, HYD-1b, and HYD-2 would ensure that potential impacts related to hydrology and water quality would be reduced to a less-than-significant level. With mitigation, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Less Than Significant Impact)*

The proposed project’s impacts would be individually limited and not cumulatively considerable. In addition, most of the project’s impacts would be related to construction-period activities, and would be temporary in nature. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the Mitigation Measures recommended in this document.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)*

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.

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